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DISCUSSION OF SUGGESTED SPECIFICATIONS FOR "DESIGNED-MIX" CONCRETE FOR PAVEMENTS

PREPARED BY F. H. JACKSON, OF THE DIVISION OF TESTS (Not for release)

THE ACCOMPANYING SPECIFICATION HAS BEEN PREPARED BY THE DIVISION OF TESTS IN AN ENDEAVOR TO PROVIDE A METHOD OF UTILIZING IN ACTUAL PRACTICE THE VARIOUS PRINCIPLES GOVERNING THE DESIGN OF CONCRETE PAVING MIXTURES WHICH HAVE BEEN ESTABLISHED AS THE RESULT OF RESEARCH IN THE BUREAU'S LABORATORIES AND ELSEWHERE.

THESE GOVERNING PRINCIPLES MAY BE STATED BRIEFLY AS FOLLOWS:

- 1.- THAT FLEXURAL STRENGTH IS THE MOST IMPORTANT STRENGTH CHARACTERISTIC OF PAVEMENT CONCRETE AND THAT A CONCRETE PAVING MIXTURE SHOULD THEREFORE BE DESIGNED TO MEET A DEFINITE FLEXURAL STRENGTH REQUIREMENT RATHER THAN A DEFINITE CRUSHING STRENGTH REQUIREMENT.
- 2.- THAT SO MANY FACTORS AFFECT THE FLEXURAL STRENGTH OF CONCRETE THAT THE STRENGTH WHICH WILL BE OBTAINED BY THE USE OF ANY GIVEN COMBINATION OF MATERIALS CAN NOT BE DETERMINED BY ANY SO-CALLED CALCULATION METHOD, SUCH AS THE FINENESS-MODULUS METHOD, BUT MUST BE DETERMINED BY ACTUAL TRIAL IN THE LABORATORY.
- 3.- That, for any given combination of materials, the flexural as well as the crushing strength of concrete is governed by the ratio of water to cement in the MIX, substantially in accordance with the water-cement-ratio law. This fact makes it possible to design concrete paving mixtures by the so-called "water-cement-ratio trial-method" as described in Public Roads for August, 1928.

EXPLANATION OF PROPOSED SPECIFICATION

THE USE OF THIS TYPE OF SPECIFICATION PRESUPPOSES THAT THE DEPARTMENT WILL HAVE AVAILABLE FOR THE USE OF PROSPECTIVE BIDDERS THE PROPORTIONS BY WEIGHT AS WELL AS THE GRADING REQUIREMENTS FOR EACH COMBINATION OF AGGREGATES COMMERCIALLY AVAILABLE FOR THE JOB UNDER CONSIDERATION. BY "COMMERCIALLY" AVAILABLE IS MEANT THOSE SOURCES OF SUPPLY WITHIN A PRACTICAL SHIPPING RADIUS. THIS MAY AT FIRST THOUGHT APPEAR IMPRACTICAL DUE TO THE LARGE NUMBER OF TESTS INVOLVED. IT SHOULD BE POSSIBLE, HOWEVER, FOR ANY STATE DESIRING TO USE THIS TYPE OF SPECIFICATION TO DETERMINE IN ADVANCE THE PROPER PROPORTIONS FOR EACH OF THE REGULAR COMMERCIAL SOURCES OF SUPPLY AVAILABLE. SUCH TESTS ONCE MADE WOULD NOT HAVE TO BE REPEATED EVERY TIME A GIVEN COMBINATION OF MATERIALS WAS USED BUT

WOULD BE PART OF THE PERMANENT AVAILABLE RECORDS OF THE DEPARTMENT SUBJECT ONLY TO MODIFICATION WHEN THE CHARACTER OF EITHER ONE OR BOTH OF THE MATERIALS IN THE COMBINATION CHANGED. INVESTIGATIONS TO DETERMINE THE PROPORTIONS REQUIRED FOR VARIOUS MATERIALS COULD IN MANY STATES BE MADE PART OF A WINTER RESEARCH PROGRAM.

SIMILAR INFORMATION FROM LOCAL SOURCES OF SUPPLY WOULD BE SOMEWHAT MORE DIFFICULT TO OBTAIN. HOWEVER, A STATE DEPENDING TO ANY CONSIDERABLE EXTENT UPON LOCAL MATERIALS FOR CONCRETE AGGREGATES SHOULD, AND MANY OF THEM ALREADY DO, CONDUCT MATERIAL SURVEYS WELL IN ADVANCE OF CONSTRUCTION. THE NECESSARY TESTS COULD IN SUCH CASES BE MADE ON SAMPLES OF MATERIALS AS FAST AS OBTAINED AND THE INFORMATION FILED FOR REFERENCE WHEN IMPROVEMENTS ARE ABOUT TO BE MADE.

THE PROCEDURE SET UP IN THE ACCOMPANYING SPECIFICATION AP-PEARS TO BE THE MOST PRACTICAL METHOD OF RECOGNIZING THAT DIFFERENT MATERIALS MAY HAVE TO BE USED IN DIFFERENT PROPORTIONS TO OBTAIN THE SAME STRENGTH AND THAT WE MUST THEREFORE DESIGN FOR A GIVEN STRENGTH AND ADJUST OUR PROPORTIONS ACCORDINGLY. THE METHOD EVAL-UATES COMPETING AGGREGATES IN A FAIR AND RATIONAL MANNER; THAT IS, IN TERMS OF THEIR ABILITY TO MAKE CONCRETE OF DEFINITE STRENGTH. THIS AFTER ALL IS WHAT WE ARE INTERESTED IN - THE MATTER OF PROPOR-TIONS BEING ONLY A MEANS TO AN END. UNDER THIS SYSTEM, THE BIDDER KNOWS JUST HOW MUCH HE IS JUSTIFIED IN PAYING FOR EACH AVAILABLE AGGREGATE. HE MAY DETERMINE, FOR INSTANCE, WHETHER HE WILL BE JUSTIFIED IN PAYING A HIGHER PRICE FOR A SHIPPED-IN AGGREGATE, WHICH INCLUDES FREIGHT, THAN FOR A LOCAL MATERIAL OF POORER QUALI-TY AND CONSEQUENTLY REQUIRING MORE CEMENT. NO AGGREGATE WILL BE UNFAIRLY PENALIZED AND NO AGGREGATE WILL BE GIVEN AN UNFAIR ADVAN-TAGE .

AS AN ILLUSTRATION OF HOW THIS TYPE OF SPECIFICATION MIGHT WORK OUT IN PRACTICE, A HYPOTHETICAL CASE WILL BE CITED.

LET US SUPPOSE THAT A STATE ADVERTISE FOR BIDS TO CONSTRUCT A CERTAIN PIECE OF CONCRETE PAVEMENT, AND LET US FURTHER ASSUME THAT FOR THIS JOB COARSE AGGREGATES FROM THREE SOURCES ARE AVAILABLE. LET THESE BE IDENTIFIED AS AGGREGATES A, B, AND C. ALSO, THAT THERE ARE TWO FINE AGGREGATES AVAILABLE, D AND E. ALL OF THESE MATERIALS, IT WILL BE ASSUMED, MEET THE BASIC REQUIREMENTS OF THE SPECIFICATION. THE STATE HAS TESTED SAMPLES OBTAINED FROM EACH OF THESE SOURCES IN CONCRETE AND HAS ÁVAILABLE FOR THE USE OF BIDDERS A TABULATION OF PROPORTIONS REQUIRED FOR THE COMBINATIONS AVAILABLE TOGETHER WITH THE CORRESPONDING QUANTITIES PER CUBIC YARD OF CONCRETE. THIS INFORMATION MIGHT GO TO BIDDERS IN TABULAR FORM SOMEWHAT AS SHOWN BELOW, EXCEPT THAT THE VARIOUS SOURCES OF SUPPLY WOULD, OF COURSE, BE IDENTIFIED BY NAME AND LOCATION INSTEAD OF BY LETTER.

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	:		Pr	ROPORT	10	NS	:	QUAN	T	ITIES	PE	R CUBIC YARD
COMBINATION	1:				:	COARSE	:		:		:	Coarse
	: C	EMEN.	r :	SAND	; A	GGREGATE	:	CEMENT	:	SAND	:	AGGREGA T E
	:F	OUND	s : i	POUNDS	1	Pounds	:	BAGS	:	TONB	:	Tons
	:		:		:		:		:		:	
A AND D	:	94	:	185	:	371	:	6.4	:	.58	:	1.19
A AND E	:	94	:	139	:	349	;	6.9	:	.49	;	1.19
B AND D	:	94	:	225	:	415	:	5.4	:	.60	:	1.12
B AND E	:	94	:	178	:	396	:	5.8	:	.51	:	1.14
C AND D	:	94	:	161	:	3 74	:	6.1	:	.49	:	1.14
C AND E	:	94	:	119	:	353	:	6.6	:	.40	:	1.16

THE ABOVE WEIGHTS AND QUANTITIES WHILE NOT ACTUALLY DERIVED FROM SPECIFIC LABORATORY TESTS REPRESENT NO GREATER RANGE IN PROPORTIONS FOR CONCRETE DESIGNED FOR A SPECIFIED STRENGTH THAN WOULD BE FOUND NECESSARY IN MANY SECTIONS WHERE AGGREGATES OF VARIABLE CHARACTER ARE AVAILABLE. THE VALUES ARE GIVEN MERELY TO INDICATE THE FORM WHICH THE INFORMATION MIGHT TAKE, AS WELL AS TO ILLUSTRATE REASONABLE VARIATIONS IN QUANTITIES WHICH MIGHT EASILY BE ENCOUNTERED. IN AN ACTUAL CASE THE GRADING REQUIREMENTS WHICH WOULD APPLY FOR EACH AGGREGATE WOULD ALSO BE FURNISHED. THIS INFORMATION IS NECESSARY IN ORDER THAT MATERIAL DEALERS MAY QUOTE INTELLIGENTLY ON REQUEST OF BIDDERS.

IT WILL BE OBSERVED FROM THE ABOVE TABLE THAT THERE IS A MAXIMUM DIFFERENCE OF 1.5 BAGS OF CEMENT PER CUBIC YARD, DEPENDING ENTIRELY UPON THE AGGREGATES SELECTED. IT WILL BE NOTED ALSO THAT SAND D IS SUFFICIENTLY HIGHER IN QUALITY TO JUSTIFY A REDUCTION IN THE CEMENT FACTOR OF ABOUT 0.5 BAGS IN THE COMBINATIONS IN WHICH IT IS USED. SAND E MAY BE ASSUMED TO BE A SOMEWHAT FINER SAND LOCALLY AVAILABLE, WHEREAS SAND D HAS TO BE SHIPPED IN. LIKEWISE COARSE AGGREGATE B IS SEEN TO BE MUCH HIGHER IN QUALITY THAN EITHER A OR C, THE DIFFERENTIAL BETWEEN A AND B BEING 1.0 BAG WHILE THAT BETWEEN B AND C IS ABOUT 0.7 SAG.

WITH THIS INFORMATION, TOGETHER WITH THE PRICES QUOTED ON THE VARIOUS MATERIALS, GEFORE HIM, EACH SIDDER IS IN A POSITION TO PREPARE AN INTELLIGENT SID ON THE WORK, IN SO FAR AS THE COST OF THE MATERIALS IS CONCERNED. HE KNOWS JUST HOW MUCH CEMENT, SAND, AND COARSE AGGREGATE HE WILL HAVE TO BUY FOR ANY COMBINATION HE MAY SELECT AS WELL AS THE UNIT COSTS IN EACH CASE DELIVERED. IT IS OBVIOUS THAT, OTHER THINGS BEING EQUAL, HE WILL BASE HIS BID ON THE COMBINATION SHOWING THE LOWEST TOTAL COST FOR ALL MATERIALS, INCLUDING THE CEMENT. THERE IS NO GUESS WORK ABOUT IT, AND FOR THIS REASON CLOSER BIDS AND THEREFORE LOWER PRICES SHOULD RESULT.

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PORTLAND CEMENT

IT IS OF COURSE REALIZED THAT THE QUALITY OF THE PORTLAND CEMENT USED IN THE CONCRETE MAY HAVE AS GREAT OR GREATER EFFECT ON STRENGTH AS THE TYPE OF AGGREGATE.

IT IS, HOWEVER, NOT QUITE SO SIMPLE TO CLOSELY CONTROL THE CEMENT ON A PUBLIC-WORKS JOB, ESPECIALLY WHERE THE CONTRACTOR BUYS HIS OWN CEMENT. ATTEMPTS TO CONTROL THE QUALITY OF THE CEMENT OTHER THAN TO REQUIRE THAT IT PASS THE AMERICAN SOCIETY FOR TESTING MATERIALS REQUIREMENTS ARE SELDOM MADE. SOME PROCEDURE WHICH WOULD ENABLE THE DEPARTMENT TO DESIGNATE NOT ONLY THE BRAND BUT THE ACTUAL MILL FROM WHICH THE CEMENT IS TO BE SHIPPED WOULD BE NECESSARY TO ACCOMPLISH MORE THAN THIS.

CLOSER CONTROL MAY BE OSTAINED WHERE THE STATE FURNISHES
THE CEMENT. IN SUCH A CASE, HOWEVER, THE SCHEME OUTLINED AGOVE,
WHICH REQUIRES VARYING AMOUNTS OF CEMENT, DEPENDING ON THE AGGREGATES
USED, WOULD NOT OPERATE UNLESS SOME METHOD OF CHARGING THE CONTRACTOR FOR THE AMOUNT OF CEMENT HE USED WAS ADOPTED. SUCH A SCHEME WAS
TRIED BY AT LEAST ONE STATE LAST YEAR.

BIDS UNDER THE ACCOMPANYING TYPE OF SPECIFICATION WOULD BE TAKEN IN THE USUAL MANNER; THAT IS, PRICE PER SQUARE YARD OF PAVEMENT IN PLACE. Upon NOTICE OF AWARD, THE SUCCESSFUL BIDDER WOULD BE REQUIRED TO IMMEDIATELY DESIGNATE THE PARTICULAR COMBINATION WHICH HE PROPOSES TO USE, UPON WHICH THE PROPORTIONS ARE OFFICIALLY DESIGNATED BY THE DEPARTMENT, AND THESE PROPORTIONS WILL GOVERN JUST SO LONG AS MATERIALS FROM THE SAME SOURCES AND OF THE SAME GRADINGS AS THOSE USED IN ESTABLISHING THE MIX ARE SUPPLIED.

THIS SPECIFICATION IT WILL BE OBSERVED PLACES THE RESPONSIBILITY OF SECURING CONCRETE OF THE REQUIRED QUALITY UPON THE DEPARTMENT, WHERE IT BELONGS. THE CONTRACTOR IS RELIEVED OF ANY RESPONSIBILITY AS TO THE STRENGTH OF THE CONCRETE OBTAINED, JUST SO LONG AS HE COMPLIES WITH ALL THE DETAILS OF THE SPECIFICATION AS REGARDS MATERIALS, MIXING, PLACING, FINISHING, AND CURING OF THE CONCRETE. TO HOLD THE CONTRACTOR RESPONSIBLE FOR THE STRENGTH OF THE CONCRETE AND AT THE SAME TIME SPECIFY THE PROPORTIONS AND OTHER DETAILS OF MANUFACTURE IS NOT AN EQUABLE CONTRACT. IF IT IS FOUND NECESSARY DURING CONSTRUCTION TO MODIFY THE PROPORTIONS TO OBTAIN THE DESIGN STRENGTH, PROVISIONS SHOULD BE MADE TO COMPENSATE THE CONTRACTOR FOR ANY ADDITIONAL COST. IT IS BELIEVED, HOWEVER, THAT IF THE ORIGINAL TESTS UPON WHICH THE DESIGN IS BASED HAVE BEEN CAREFULLY CONDUCTED IN THE LABORATORY THE NECESSITY FOR SUCH CHANGES WILL ONLY OCCASIONALLY OCCUR.

IT MUST BE REMEMBERED, OF COURSE, THAT THE PROPORTIONS WHICH HAVE BEEN DESIGNATED HAVE BEEN DETERMINED ON THE BASIS OF LABORATORY TESTS MADE UNDER STANDARD TEMPERATURE AND HUMIDITY CON-DITIONS. LET IT BE ASSUMED FOR INSTANCE THAT THE CONCRETE HAS BEEN DESIGNED TO GIVE A MODULUS OF RUPTURE OF 600 POUNDS PER SQUARE INCH AT 28 DAYS UNDER LABORATORY CONDITIONS. IT IS WELL KNOWN THAT THE TEMPERATURE AND HUMIDITY CONDITIONS WHICH OBTAIN ON THE JOB WILL INFLUENCE THE RATE AT WHICH THE CONCRETE DEVELOPS STRENGTH UNDER JOB CONDITIONS. IN OTHER WORDS, THE DESIGN STRENGTH, SAY 600 PCUNDS PER SQUARE INCH, MAY SE ATTAINED UNDER CERTAIN FAVORABLE WEATHER CONDITIONS IN MUCH LESS THAN 28 DAYS, WHEREAS IN OTHER CASES IT MAY TAKE MORE THAN 28 DAYS. IN ORDER TO DETERMINE THE RATE AT WHICH THE PAVEMENT GAINS IN STRENGTH, WHICH IN TURN FIXES THE DATE ON WHICH IT MAY BE SAFELY OPENED TO TRAFFIC, IT IS NECESSARY TO MAKE BEAM TESTS ON THE JOB, USING SPECIMENS CURED UNDER AS NEARLY IDEN-TICAL CONDITIONS TO THE PAVEMENT AS POSSIBLE. FIELD TESTS OF THIS NATURE SHOULD NOT, HOWEVER, BE USED TO VERIFY THE CORRECTNESS OF THE ORIGINAL DESIGN BECAUSE THE SPECIMENS HAVE NOT BEEN CURED UNDER STANDARD CONDITIONS. IT IS A MISTAKE TO ATTEMPT TO VERIFY THE DESIGN BY MEANS OF FIELD TESTS. IF FOR ANY REASON IT IS SUSPECTED THAT THE ORIGINAL DESIGN IS AT FAULT ADDITIONAL LABORATORY TESTS UNDER STANDARD CONDITIONS SHOULD BE MADE, USING MATERIALS OBTAINED FROM THE JOB. IF UNDER THESE CONDITIONS THE PROPORTIONS ARE FOUND TO BE INCORRECT THEY SHOULD BE CHANGED, THE ADDITIONAL COST, IF ANY, BEING SORNE BY THE STATE AND NOT BY THE CONTRACTOR.

THE AGGREGATE SPECIFICATIONS CONTAINED IN THE ACCOMPANYING SPECIFICATION-DRAFT FOLLOW THE LATEST AMERICAN SCCIETY FOR TESTING MATERIALS AND AMERICAN CONCRETE INSTITUTE FORM. THE MOST INTEREST-ING FEATURE IS THE PROVISION FOR INSERTING INTERMEDIATE SIZE RE-QUIREMENTS, AFTER THE SOURCE OF MATERIAL HAS BEEN DESIGNATED, SO AS TO CONTROL THE UNIFORMITY OF THE GRADING. THE INTERMEDIATE SIZE REQUIREMENTS SHOULD, OF COURSE, BE SET SO AS TO INSURE MATERIAL OF ESSENTIALLY THE SAME GRADING AS THE SAMPLES USED IN ESTABLISHING THE DESIGN. IT WILL BE OBSERVED THAT TWO SIZES OF COARSE AGGREGATE ARE REQUIRED WHERE THE MAXIMUM SIZE IS GREATER THAN 15 INCHES. IT IS FELT THAT THIS IS NECESSARY IN THE CASE OF THE COARSER AGGREGATES IN ORDER TO PREVENT SEGREGATION AND CONSEQUENT DANGER OF VARIATIONS FROM THE GRADATION USED IN ESTABLISHING THE PROPORTIONS. THE MATERIAL OVER 12 INCHES IS DESIGNATED AS A SEPARATE SIZE AND THE PROPORTIONS GIVEN THE BIDDERS FOR ALL SUCH MATERIALS WILL SHOW THE TOTAL QUANTITIES OF MATERIALS OF EACH SIZE PER CUBIC YARD OF CONCRETE.

Comments and suggestions regarding this specification are requested and should be addressed to E. F. Kelley, Chief, Division of Tests, Bureau of Public Roads, Washington, D. C.

SUGGESTED SPECIFICATION FOR CONCRETE PAVEMENT

- 1.- Description: This item shall consist of a wearing course composed of Portland-Cement concrete, with or without reinforcing steel as required, and shall be constructed on the prepared subgrade or completed and accepted base course in accordance with these specifications and in conformity with the lines, grades, thickness, and typical cross section shown on plans.
- 2.- Composition of concrete: (a) The proportion of cement, aggregates, and water will be fixed by the Department on the basis of laboratory tests of concrete, using aggregates from the same sources and of the same gradings as will be employed on the work.
 - (B) THE MIXTURE WILL BE DESIGNED TO PRODUCE CONCRETE OF THE REQUIRED WORKASILITY HAVING A MODULUS OF RUPTURE OF AT LEAST POUNDS PER SQUARE INCH AT 28 DAYS WHEN TESTED BY MEANS OF STANDARD LABORATORY METHODS.

Note to Bidders: The Department will furnish prospective bidders, upon request, the proportions by weight which will be required for all aggregates from such regular established commercial sources as are available for use on the project. This information will also include the grading requirements which apply in each case.

IN THE EVENT THAT ANY PROSPECTIVE BIDDER DESIRES TO USE LOCAL MATERIALS, THE DEPARTMENT WILL FURNISH THE ABOVE INFORMATION IN CASES WHERE PRELIMINARY TESTS TO ESTABLISH THE PROPORTIONS HAVE BEEN MADE. IN CASES WHERE NO PRELIMINARY TESTS HAVE BEEN MADE AND THERE IS NOT SUFFICIENT TIME TO CONDUCT THE NECESSARY TESTS BEFORE BIDS ARE RECEIVED, THE DEPARTMENT WILL FURNISH A PRELIMINARY ESTIMATE AS TO THE PROPORTIONS REQUIRED, SUBJECT TO MODIFICATION WITHOUT ADDITIONAL COMPENSATION TO THE CONTRACTOR SHOULD TESTS LATER INDICATE THAT THE PRELIMINARY PROPORTIONS WERE INCORRECT.

(C) IMMEDIATELY UPON NOTICE OF AWARD, THE CONTRACTOR SHALL FURNISH THE DEPARTMENT WITH THE EXACT LOCATION OF THE SOURCE OR SOURCES OF AGGREGATES WHICH HE PROPOSES TO USE. THE PROPORTIONS WILL THEN BE OFFICIALLY DESIGNATED BY THE DEPARTMENT IN ACCORDANCE WITH THE PROVISIONS OF SECTION 2 (A) ABOVE. SUCH PROPORTIONS WILL GOVERN SO LONG AS MATERIALS

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ARE FURNISHED FROM THE SOURCES ORIGINALLY DESIGNATED AND SO LONG AS THEY CONTINUE TO MEET THE REQUIREMENTS HEREIN-AFTER SPECIFIED, SUBJECT ONLY TO SLIGHT VARIATIONS IN THE RELATIVE QUANTITIES OF FINE AND COARSE AGGREGATE FOR THE PURPOSE OF SECURING MAXIMUM WORKABILITY.

- (D) IN THE EVENT THE CONTRACTOR WISHES TO USE AGGREGATES FROM SOURCES OTHER THAN THOSE OR IGINALLY DESIGNATED BY HIM, THE DEPARTMENT RESERVES THE RIGHT TO CHANGE THE PROPORTIONS TO MEET THE STRENGTH REQUIREMENTS GIVEN UNDER SECTION 2 (B) WITH THE AGGREGATES ACTUALLY FURNISHED.
- 3.- MATERIALS: (A) CEMENT: PORTLAND CEMENT SHALL CONFORM IN ALL RESPECTS TO THE REQUIREMENTS OF THE AMERICAN SOCIETY FOR TESTING MATERIALS STANDARD SPECIFICATIONS C 9 26, WITH AMENDMENTS TO DATE OF CONTRACT.
 - (8) MIXING WATER: WATER SHALL BE CLEAN, CLEAR, FREE FROM OIL, ACID, ALKALI OR VEGETABLE MATTER AND SHALL NOT BE USED UNTIL THE SOURCE OF SUPPLY HAS BEEN APPROVED. IF AT ANY TIME THE WATER FROM THIS SOURCE SHALL BECOME OF UNSATISFACTORY QUALITY, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE BATISFACTORY WATER FROM SOME OTHER SOURCE. WATER OF DOUBT-FUL QUALITY SHALL BE TESTED IN ACCORDANCE WITH THE METHOD PRESCRIBED IN U. S. DEPARTMENT OF AGRICULTURE BULLETIN NO. 1216
 - (C) FINE AGGREGATE: (I) GENERAL CHARACTERISTICS: FINE AGGREGATE SHALL CONSIST OF NATURAL SAND OR OTHER APPROVED INERT MATERIALS WITH SIMILAR CHARACTERISTICS, OR A COMBINATION THEREOF, HAVING HARD, STRONG, DURAGLE PARTICLES, AND SHALL CONFORM TO THE REQUIREMENTS OF THESE SPECIFICATIONS.
 - (2) DELETERIOUS SUBSTANCES: THE MAXIMUM PERCENTAGES OF DELETERIOUS SUBSTANCES SHALL NOT EXCEED THE FOLLOWING VALUES:

		PER	CENT
		ВҮ	WEIGHT
R	EMOVED BY DECANTATION		3
SH	HALE		1
Co	DAL		1
Ct	AY LUMPS		- 1
0-	THER LOCAL DELETERIOUS SUBSTANCES (SUCH AS		
	ALKALI, MICA, COATED GRAINS, SOFT AND FLAKY		
	PARTICLES)		-

THE SUM OF THE PERCENTAGES OF SHALE, COAL, CLAY LUMPS, SOFT FRAGMENTS, AND OTHER DELETERIOUS SUBSTANCES SHALL NOT EXCEED 5 PER CENT BY WEIGHT.

ALL FINE AGCREGATE SHALL BE FREE FROM INJURIOUS AMOUNTS OF ORGANIC IMPURITIES. AGGREGATES SUBJECTED TO THE COLORIMETRIC TEST FOR ORGANIC IMPURITIES AND PRODUCING A COLOR DARKER THAN THE STANDARD SHALL BE REJECTED UNLESS TESTS OF THE MATERIAL IN CONCRETE INDICATE THAT THE ORGANIC IMPURITIES ARE NOT OF A DELETERIOUS NATURE.

(3) GRADING: FINE AGGREGATE SHALL BE WELL GRADED FROM COARSE TO FINE AND SHALL MEET THE FOLLOWING REQUIREMENTS:

				PER CENT
PASSING	3/8-INCH	SIEVE		100
Do	No. 50	DO	NOT MORE THAN	35
Do			E0 D. D0	5

THE INTERMEDIATE GRADING REQUIREMENTS ABOVE INDICATED ARE FOR THE PURPOSE OF CONTROLLING THE UNIFORMITY OF DELIVERIES OF MATERIALS. THEY SHOULD BE INSERTED AFTER THE CONTRACTOR HAS NOTIFIED THE DEPARTMENT AS TO THE SOURCE OF MATERIAL HE INTENDS TO FURNISH AND WILL BE SO SELECTED THAT MATERIAL WILL BE FURNISHED WHICH HAS THE SAME GRADATION AS THE SAMPLES USED IN ESTABLISHING THE PROPORTIONS.

- (D) COARSE AGGREGATES: (!) GENERAL CHARACTERISTICS: COARSE AGGREGATE SHALL CONSIST OF CRUSHED STONE, GRAVEL, ELAST-FURNACE SLAG, OR OTHER APPROVED INERT MATERIALS OF SIMILAR CHARACTERISTICS, OR COMBINATIONS THEREOF, HAVING HARD, STRONG, DURABLE PIECES, FREE FROM ADHERENT COATINGS AND CONFORMING TO THE REQUIREMENTS OF THESE SPECIFICATIONS.
- (2) DELETERIOUS SUBSTANCES: THE MAXIMUM PERCENTAGES OF DELETERIOUS SUBSTANCES SHALL NOT EXCEED THE FOLLOWING VALUES:

	PER CENT
	BY WEIGHT
REMOVED BY DECANTATION	1
SHALES	- 1
COAL	_
CLAY LUMPS_	- 14 5
SOFT FRAGMENTS	- \$\bar{5}\$
OTHER LOCAL DELETERIOUS SUBSTANCES (SUCH AS	_
ALKALI, FRIABLE, THIN, ELONGATED, OR LAMI-	
NATED PIECES)	

THE SUM OF THE PERCENTAGES OF SHALE, COAL, CLAY LUMPS, AND SOFT FRAGMENTS SHALL NOT EXCEED 5 PER CENT BY WEIGHT.



(3) QUALITY: COARSE AGGREGATES SHALL MEET THE FOLLOWING REQUIREMENTS:

Crushed stone	
PER CENT OF WEAR, NOT MORE THAN	7
GRAVEL .	
PER CENT OF WEAR, NOT MORE THAN	15
BLAST-FURNACE SLAG	
WEIGHT PER CUBIC FOOT, NOT LESS THAN	70 LBS.

ALL COARSE AGGREGATES SHALL BE SUBJECTED TO FIVE ALTERNATIONS IN THE SODIUM SULPHATE TEST FOR SOUNDNESS AND THOSE SHOWING EVIDENCE OF MARKED CHECKING, CRACKING, OR DISINTEGRATION IN THIS TEST SHALL BE REJECTED UNLESS IT CAN BE SHOWN TO THE SATISFACTION OF THE DEPARTMENT THAT SUCH AGGREGATES HAVE PROVEN ENTIRELY SOUND IN SERVICE.

- 4.- GRADING: COARSE AGGREGATE SHALL BE WELL GRADED FROM COARSE TO FINE, AND SHALL MEET THE FOLLOWING REQUIREMENTS:
 - (a) When the coarse aggregate has a maximum size of $l\frac{1}{3}$ inches or less:

								PER	CENT
PASSING	A	13-INCH	SIEVE	 	 	_			00
Do	DO		DO	 _	 		ТО		
Do	DO	3/8-INCH	H DO				THAN		

(B) When the coarse aggregate has a maximum size greater than $\lfloor \frac{1}{3} \rfloor$ inches the material less than $\lfloor \frac{1}{3} \rfloor$ inches in size shall be furnished in the grading given under (a) above and the material larger than $\lfloor \frac{1}{3} \rfloor$ inches shall be furnished as a separate size conforming to the following requirements:

			PER CENT
PASSING A	3-INCH SIEVE		100
Do Do	23-INCH DO	95 то	100
Do po	$1\frac{1}{3}$ -INCH DO	NOT MORE THAN	15

THE INTERMEDIATE GRADING REQUIREMENTS INDICATED UNDER (A) ABOVE ARE FOR THE PURPOSE OF CONTROLLING THE UNIFORMITY OF DELIVERIES. THEY SHALL BE INSERTED AFTER THE CONTRACTOR HAS NOTIFIED THE DEPARTMENT AS TO THE SOURCE OF MATERIAL HE INTENDS TO USE AND WILL BE SO SELECTED THAT MATERIAL WILL BE FURNISHED WHICH WILL HAVE THE SAME GRADATION AS THE SAMPLE USED IN ESTABLISHING THE PROPORTION.

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UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS

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LOCAL ROAD INCOME AND FUNDS AVAILABLE, \$927.

FOR USE OF LOCAL AUTHORITIES (COUNTY, TOWN AND DIBTRIOT) ON LOCAL ROADS AND BRIOGES OURING YEAR.

COMPILEO (IN BOME CABEB ESTIMATEO) FROM RECORDS OF LOCAL AUTHORITIES.

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\$ 12.347.376 \$ 1.240.186 \$ 11.107.133 \$ 122,465 \$ 1.365,422 \$ 1.362,251 \$ 4.40,052 \$ 1.327.050 \$ 1.35.070 \$ 1.365.050 \$ 1.35.070 \$ 1.365.050 \$ 1.35.070 \$ 1.365.050 \$ 1.35.070 \$ 1.35.050 \$ 1.35.050 \$ 1.35.070 \$ 1.35.050 \$	BTATEB	TOTAL FUNDS AVAILABLE	BALANCE FROM PREVIOUS YEAR	TOTAL INCOME DURING YEAR	BOND BALE RECEIPTB	LOCAL ROAD TAX LEVY	APPROPRIATIONS FROM GENERAL FUND	MOTOR VEHICLE LICENSES	GASOLINE TAX RECEIPT8	FUNDS FROM STATE FOR LOCAL ROADS	MISCELLANEOUS	BTATE8
\$ 1,15,6,599 1,20,109 1,50,10					400 400	1		900 07	4 7 227 GBD		4 9 267 272	AL ABAMA
1.5 1.5	BAMA			_	144,469	ว๋	-	163,476	529,544	096'86	132,072	ARIZONA
Color Colo	ANSAR	9.686,000		9,260,717	:	2,250,000	149,500	1	1	6,661,217	200,000	ARKANBAS
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1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	ORADO	5,593,946		5,324,707	:	2,750,187	131,850	494,341	1,173,099	551,833	553,337	COLURADO
St. 178 St.	NECTICUT	2,881,345	81,956	2,799,389	1		2, 799, 389	1	:			CONNECT ICUI
13,171,016 2,145,271 3,145,261 3,1745,661 3,174	AWARE	2,173,523		1,908,186	310,431	. 230,054	1,081,229	1	1	283,800	2,972	UELAWARE.
19,114,168 2,481,21 15,686,617 1,585,589 3,700,087 2,277,177 1,223,06 2,777,179 1,591,189 2,931,2568 2,778,189 1,185,756 2,756,879 1,591,099 1,5	RIDA	93,329,153		60,103,146	37,763,651	13,967,397	72,715	1,108,076	3,104,991		4,086,316	PLORIUA
Color Colo	RGIA	19,171,888	_	16,688,617	1,585,599	9,705,067	2,277,177	1	2,078,790		1,061,384	GEORGIA 10410
10,128, 1568 1,125, 1568	우	6,906,797	_	4,827,666	92,500	3,073,034	;	1,223,062	:	300.22	313,008	Day of the second
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	NOTE	29,312,568	:	29,312,568	1,165,756	27,504,879		!		:	26.14	in the same
10,289,376 1,304,89,776 1,305,881,781 1,305,882 1,305,88	ANA	48,039,300	9,427,514	38,611,786	10,824,028	. 24,405,904	1,531,086		1,848,074	100	F-000 P	TOTAL PARTY
10, 289, 376 10, 289, 974 24, 461, 503 24,		27,153,964	4,501,214	22,652,750	782,128	13,091,917	559,643	:	3,628,727	162,303	2000,000	KANGAC
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ETTE 6 1,054 0 16,127 4, 914,500 140,000 140,000 160,000 1,500,000 110,000	SIANA	16,810,767	6,341,693	10,469,074	820,781	6,790,495	1,617,218	:		101,600	1,138,382	COLIBIANA
15, 2005, 500 1-50, 100, 100, 100, 100, 100, 100, 100, 1	Ę.	2,661,054		2,746,581	40,000	800,000	1,806,581	!	;	:	00.00	MAINE
15,209,200 149,200 149,100 140,000 1	CAND	4,915,603	:	4,915,603	1,309,682	2,478,367	798,491	1	:	1	383,063	MAHYLAND
1,000 1,00	ACHIGETTE	15,209,500	149,500	15,060,000	140,000	000,009	7,500,000	;	1	6,475,000	345,000	MASSACHUBETTB
12,142,459 9.477,289 27,595,127 9.112,103 17,430,104 990,500 2.085,039 2.184,286 10,000 12,800,000 1,280	TOAN	54.937.455	10.452.075	44.485.380	7,423,536	26,480,709	;	7,020,476		2,024,355	1,536,304	MICHIGAN
1,000,000 1,00	FEOTA	27 4E2 4E9	ļ	22,579,459	1.020.000	17.430.104	980,500			1,673,255	1,475,600	MINNESOTA
12.655,000 1,000,132 1,1872,621 1,1872,621 1,1872,620 1,000,132,5000 1,000,13	1001001	27 070 COE	_	27 595 727	9,112,103	10.351.462	2.556.089	2.085.038	2,164,256	1	1,326,379	MIBSIBSIPPI
1, 12, 13, 15, 15, 15, 15, 15, 15, 15, 15, 15, 15	SIBSIFF!	30,016,060	_	14 070 594	755 956	0 187 477	759 260			10.000	1.260.028	MISSOURI
10.568, 354 510,353 1,078, 801 35,000 2,140,050 1,539,193 25,541 25,541 1,556 29,174,324 21,568 29,174,324 21,568 21,784,33 22,447,181 15,222,037 2,140,050 1,556,139 21,731,186 21,731,18	OURI	12,676,000	1,000,379	11,846,061	400,800	2 550 000	200,002	1 250 000		75.000	820.000	MONTANA
1,585,356 1,585,350 1,575,522 1,57	ANA	5,835,000	1,200,000	4,635,000	30,00	2,030,000	360,000	0 570 000		55 175	105 111	NERRACKA
The color of the	MSKA	10,251,361	878,109	9,373,858	2	5,040,108	110,007	F. 503	215 812	1.556	57.120	NEVADA
The color of the	NA O	1,588,954	200,010	1,010,000	200,00	140.060	1 570 014			86.606	360	NEW HAMPSHIRE
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1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	JERBEY	29,571,947	1,124,433	28,447,514	15,222,037		8,000,000	60, 60, 400	000	204.1	0 004	MEN MENTON
44,291,174 4,291,174 4,000,000 9,642,000 12,133,000 1453,000 647,721	MEX I CO	731,858	70,325	661,533	521,086	209,217	67,731	150,531	3	200000	0000	MEN WEATER
11 156,000	YORK	44,291,174	4,291,174	40,000,000	;	29,966,761		4,745,103	:	0,000,000,0	000 010 00 77	ADDTH OADS BEE
1,350,000	TH CAROLINA	35,364,000	1,158,000	34,206,000	9,648,000	12,123,000	1,463,000		:		7 10,376,000	MONTH CANOLIN
Heart Hear	H DAKOTA	5,999,145	1,350,000	4,649,145		3,724,835	275,000	647,721		SRC' I	:	ALIONAL PINON
17,288,300 1,500,000 12,395,316 1,500,000 1,		86,170,000	13,198,000	72,972,000	17,680,000	44,122,000	1	2,400,000	3,520,000	000,002,0		215
14 430,000	HOMA	17,288,300	2,049,722	15,238,578	1,500,000	6,750,000	1,200,000	2,589,260	2,399,318		800,000	OKLAHOMA
Tr. 609, 800 Tr. 241,000 Co. 358, 800 Tr. 241,000 Co. 358, 800 Tr. 241,000	NO	14,430,000	1,500,000	12,930,000	4,000,000	4,500,000	900,000	1,450,000	180,000	1,150,000	850,000	OHELDON
12,000	BYLVANIA	77,609,800	17,241,000	60,368,800	10,832,250	21,051,000	15,546,000	:	2,494,000	1,501,550	8,944,000	PENNSYLVANIA
1, 20, 666, 866 720, 176 19, 346, 689 13, 657, 844 1, 739, 246 1, 135, 235 1, 303, 049 1, 155, 175 1, 303, 049 1, 155, 175 1, 105, 175	E 18LAND	958,954		931,405	20,000	;	821,829	:	1	12,200	47,376	RHODE ISLAND
10 10 10 10 10 10 10 10	TH CAROLINA	20,666,856		19,946,680	13,657,844	1,798,246	1,135,235	:	1,903,049	:	1,452,306	SOUTH CAROLINA
23, 760, 356 8, 180, 345 15, 580, 013 5, 340, 869 6, 465, 642 776, 889 110, 572 150,000 41, 356, 000 41, 143,000 150,000 13, 193, 231 19, 500 150,000 11, 185,000 1, 185,00	TH DAKOTA	5,565,179	_	5,565,179	:	3,901,260	156,900	1,487,519	:	161,753	157,747	SOUTH DAKOTA
41,355,000 8,312,000 10,500,000 16,700,000 600,000 4,143,000 150,000 1,120,000 15,000 1,143,000 10,202,000 15,000 1,165,000 1,165,000 10,202,000 1,165,000 10,202,000 1,165,000 10,202,000 1,165,000 10,202,000 1,165,000 10,202,000 13,270,000 14,325,321 4,585,612 1,389,502 1,3	VESSEE.	23,760,358	_	15,580,013	5,340,869	6,468,642	776,898	•	110,572	:	2,883,032	TENNESSEE
2,054,211 574,980 1,145,000	Si	41,355,000	8,312,000	33,043,000	10,500,000	16,700,000	000,009	4,143,000	:	120,000	950,000	TEXAS
1,200,000 1,185,000 1,568,000 1,568,000 285,000 1,185,00	_	2,054.211	574,980	1,479,231	:	1,292,783	119,500	!	:	: :	66,348	HAH
14.312,000	TNO	1,200,000	15,000	1,185,000	!	000,000	582,000	:	1	300,000	1	VERMONT
10,460,000 750,000 9,700,000 95,000 6,300,000 860,000 780,000 115,000 780,000 115,000 12,270,000 13,270,000 13,270,000 14,326,321 14,326,321 1,861,256 1,861,256 1,661,256 1,661,256 1,661,256 1,661,256 1,661,260 1	INIA	14,312,000	4,110,000	10,202,000	1,558,000	4,058,000	9 3	-	1,882,000	1	2,704,000	VIRGINIA
18, 16, 870, 000 3, 600, 000 13, 270, 000 3, 600, 000 3, 600, 000 14, 126, 128 1, 161, 168 18, 188, 188 188 188, 188 188, 188,	FINGTON	10,450,000	750,000	000'001'6	95,000	6,300,000	820,000	780,000	115,000	780,000	810,000	WASHINGTON
34.016,924 1,861,258 32,155,668 5,313,021 14,325,321 4,695,612 1,389,502 3,456,537 726,625 1,061 725,564 87,583 498,247 8,695,612 8,65,537 8,635 9,645 9,647 9,647,984,247 640,239 966 846,947,984,337	VIRGINIA	16,870,000	3,600,000	13,270,000	3,500,000	9,680,000	:	:	:	:	000°06	MEST VIRGINIA
726,625 1,061 725,564 87,583 498,247 8,635 8,6	NISNO	34.016.924	1.861.258	32,155,668	5,313,021	14,325,321	4,695,612	;	1,389,502	3,456,537	2,975,675	WI GOONS (N
11. 12. 12. 12. 12. 12. 12. 12. 12. 12.	UNG	726,625	1,061	725,564	:	87,583	498,247	1	1	8,635	131,099	MYOM! NG
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\$1,018,721,541 \$178,107,618 \$440,615,325 \$180,600,335 \$403,514 \$1,000,335	TOTALS	\$1,018,721,541	\$178,107,618	\$840,613,923	\$181,080,953	\$405,249,774	\$72,692,737	\$40,239,856	\$46,860,508	\$37,984,351	\$56,535,744	TOTALS

NOTES: 1/ LARGELY SHORT TERM NOTES.



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LOCAL ROADS AND BRIDGE OIBBURBENENTS, 1927

BY LOCAL AUTHORITIES (COUNTY, TOWN AND DIGTRICT)

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F-5 (1927) R.6.A.

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6TATE8	ALABAMA ARIZONA	CALIFORNIA	COLORADO	DELAWARE	FLORIOA	GEORGIA	ILLINGIS	INDIANA	IOWA	KANSAS	LOUISTANA	MAINE	MARYLAND	MICHIGAN	MINNESOTA	MISSISSIM MISSISSIM	MONTANA	NEBRASKA	NEVADA NOV HANDELLIDE	NEW JERSEY	NEW MEXICO	NEW YORK	NORTH DAKOTA	OHIO	OKLAHOMA	PENNSYLVANIA		SOUTH CAROLLINA	TENNESSEE	TEXAS	UTAH	VERMONT	WASHINGTON	WEST VIRGINIA	WISCONSIN	MI OMI ME	TOTALS
UNEXFENDED BALANCE END OF YEAR	\$ 1,807,160	13,067,082	454,217		36,923,029	2,161,536	1,516,406	10,775,674	2,879,314	7,305,574	4,451,243	D 38,946	224 000	14,244,637	5,609	13,152,938	1,005,000	1,262,121	523,738	2,383,869	212,012	3 547 000	1,769,595	12,091,000	1,431,300	14,000,800	5,248	2,937,436	7.854.294	11,368,000	654,761	3.658.000	756,000	3,500,000	Cu	0 16,138	\$189.544.096
COUNTY FUNDS TRANSFERED TO STATE	\$ 34,239	1,480,997	99,188	338,319	3,613,579	2,683,439	080,030	39,039		7,181,665	653,335		1,019,870	201		6,789,427	65,000	84,939	386,402	10000	27,687	200 900 9	200000000000000000000000000000000000000	11,713,000	3, 132,000	8,893,600	-	11,372,580	4.756.713	1,817,000	222,486	200,000	:	1	4,463,792	+1°°'	\$80.931.710
RETIREMENTS & BINKING FUNDS	\$ 1,346,089	2,624,773	14,920	266,500	1,936,346	747,938	3/ 1.831.000	11,527,276	1,140,015	÷	2,563,900	62,000	240 000	3/ 6,543,000	000,088	3,194,286	750,000	98,112	97,100	10,306,653	7,589	1,500,000	200,500,	18,865,000	950,000	8,457,300	74,600	966*688	1,226,255	5,200,000	000,69	1.569.000	800,000	1,650,000	945,647	000°62	\$104.796.268
INTEREST	\$ 1,540,679	2,250,000	2,766	467,580	6,863,440	1,576,215	3/ 1.056.311	m	975,000		2, 319, 35	000,09	384,363	3/ 2,672,608	1,140,000	3,702,856	540,000	190,463	71,407	2,676,816	21,969	2,700,000	2,505,000	5,517,000	1,100,000	5,134,500	34,115	1,385,612	2.271.067	8,360,000	155,896	1.307.000	794,000	1,300,000	682,693	40,500	\$76.015.780
MI BCELLANEOUB PURPOBES	\$ 220,263	2,692,191	603,013	40,092	5,022,676	693,367	824.867	736,710	1,161,081	1,678,961	527,321	128,000	172,950	0001	1,999,600	252,642	275,000	630,502	81,679	475,138	58,451	244,000	91,000	2,240,000	800,000	6,304,700	34,688	131,248	360.114	1,065,000	806*98		400,000	200,000	4,040,697	4K, UK4	\$41,282,865
MAINTENANCE	\$ 6.031,774 978,349	12,936,036	3,323,881	473,479	7,988,622	6,385,598	15,932,539	11,036,743	11,806,006	6,495,726	2,864,886	2,100,000	1,868,649	12,981,241	4,715,800	8,733,022	2.200,000	3,381,896	337,886	4,918,146	280,616	4,000,000	496,250	13,553,000	7,200,000	12, 794, 500	527,084	2,040,819	3.569.629	9,320,000	608,261	600,000	3,900,000	3,000,000	10,119,190	365, 604	\$237.970.467
CONBTRUCTION	\$ 1,367,174	9,963,444	1,096,961	421,203	31,991,462	5,034,796	8.017.619	10,217,013	9,193,549	8,003,605	3,066,674	350,000	1,283,954	18,495,989	14,701,450	2,247,454	000,000	4,603,338	90,842	8,811,426	123,534	29,000,000	3,642,300	22,191,000	2,675,000	22,024,700	283,219	1,909,166	3,251,782	6,225,000	356,909	400,000	3.800,000	7,220,000	11,599,254	564,261	\$289.180.355
TOTAL DI BBURBEMENTB	\$ 10,506,979	30,737,210	6,040,541	1,668,854	53,792,645	14,336,913	27.661.336	37,224,587	24,274,650	17,687,467	11.806.189	2,700,000	3,967,872	40,692,818	23,446,850	18,130,260	4,765,000	8,904,301	678,814	27,188,078	492,159	40,000,000	4,229,550	62,366,000	12,726,000	54,715,400	953,706		11 147 151	28,170,000		10,654,000	9,694,000			/35,449	\$748.245.735
8TATE8	ALABAMA ARIZDNA	CALIFORNIA	COLORADO	DELAWARE	FLORIDA	GEORGIA	DANO 1 INOTS	NDIANA	IOWA	KANSAB	KENTUCKY LOUISIANA	MAINE	MARYLAND	MICHIGAN	MINNESOTA	MIGGISGIPP!	MISSOURI	NEBRASKA	NEVADA	NEW HAMPSHIRE	NEW NEXTOO	NEW YORK	NORTH DAKETA	ОНГО	OKLAHOMA	PENNSYLVANIA	RHOOE ISLAND	SOUTH CAROLINA	SOUTH DAKUTA	TEXAS	UTAH	VERMONT	WASHINGTON	WEET VIRGINIA	W. BCONSIN	WYOMING	TOTALS

INCLUDES "OVERHEAD" (ADMINISTRATION AND ENGINEERING) FORMERLY SHOWN ON F-5 TABLES. NOT APPLICABLE TO LOCAL ROAD AND BRIDGE DISBURSEMENTS.
TOTAL PAYMENTS ON BONDB HAVE BEEN APPROXIMATELY ALLOCATED AS SHOWN.
TOTAL OF NEXT-FIVE COLUMNS ONLY. 그에 삐勻 NOTE8:



UNITED STATES DEPARTMENT OF AGRICULTURE SUREAU OF PUBLIC RDADS

STATE HIGHAMY INDOME AND FUND AVAILABLE OWNING 1928, FOR STATE HIGHAMY DEPORTMENT OF STATE HIGHAMY DEPORTMENTS OF STATE HIGHAWAY DEPORTMENTS OF STATE MICHAELS)

F-1 (1928) R.S.A.

STATE	ALABAMA ARIZONA ARKANSAB CALIFORNIA	OOLORADO CONVECTICUT OELAWARE FLORIOA	GEORGIA 10AHO 1LLINOIS INDIANA	HOWA KANSAS 4/ KENTUCKY LOUISIANA	MARYLAND MARYLAND MASSACHUSETTS VICHIGAN	MINNESOTA MISSISSIPPI MISSOURI MONTANA	NEBRASKA NEVADA NEW HAMPSHIRE NEW JERSEY	NEW MEXICO NEW YORK NORTH CAROLINA NORTH OAKOTA	OHIO OKLAHOMA OREGON PENNSYLVANIA	RHODE ISLAND SOUTH CAROLINA SOUTH CAKOTA TENNESSEE	TEXAS UTAH VERMONT VIRGINIA	WASHINGTON WEST VIRGINIA WISCONSIN	TOTAL
FUND TRANSFERS FROM LOCAL CUTHORITIES FOR	\$129,013 5,700 174,601 391,434	379,955	1,933,773	92,424 4,056,189 2,717,593 1,412,180	2,096,920 1,356,475 2,877,308 947,483	1,800,884	141,550 301,157 1,545,222 513,975	238,229 9,075,185 194,555	10,555,073 3,872,518 583,626 5,893,850	70,000	4,559,352 624,457 243,924 124,748	2,059,575 13,675 2,354,921 29,007	86,709,904
FEDERAL- AID POST ROADS FUND ALLOT- MENTS USED	\$2,977,292 422,436 1,118,578 2,457,794	1,730,450 415,293 210,424 872,514	1,900,251 1,244,887 4,054,552 2,565,735	2,287,580 2,287,995 2,007,818 953,937	241,492 730,485 955,420 2,358,938	2,241,020 1,510,593 2,382,885 1,745,245	1,815,034 1,040,934 372,580 732,124	1,819,449 3,635,217 1,715,910 1,150,628	3,347,314 1,587,995 682,440 3,620,895	425,290 1,134,162 1,586,487 1,151,092	4,277,456 1,108,418 594,118 1,439,060	1,379,931 1,215,284 2,959,015 1,390,518	80,798,355
STATE SONOS AND NOTES 18SUEO FOR STATE HIGHWAYS	\$10,084,975	985,557	35,155,287	3/ 20,189,205	874,029 1,239,185	1111	100,000	2,153,424	1111	255,092 - 3,010,508	6,000,000	4,250,000	121,483,599
MI BCELLANEOUB I NCOME FOR STATE HISHWAYB	\$58,410 30 45,842 818,258	39, 763 875, 585 55,085 43,351	23,206 25,634 380,627 463,840	45,251 208,487 483,597	456,317 736,354 25,585 1,157,406	941,675 115,384 531,352 5/ 41,440	275, 682 231, 562 2,058	31, 434 72, 781 277, 624 28, 775	583,210 21,684 164,472 204,597	5,000 143,988 61,391 135,019	225,346 264,563 254,531 1,210,425	26,572 207,560 8/ 497,721	12,511,916
GABOLINE TAX RECEIPTB, ETC. ALLOTTED TO STATE HIGHWAYS	\$3,184,150 1,038,964 5,382,782 19,339,325	2,665,355 3,106,833 785,983 6,770,508	5,151,315 2,006,055 7,287,318	4,785,387 4,258,228 4,575,427 3,277,555	3,209,128 4,358,961 - 15,328,854	5,589,973 2,581,724 6,784,390 1,743,878	3,932,093 259,731 1,412,601 8,362,255	1,959,714 8,375,988 1,460,081	16,472,005 4,850,000 3,857,289 18,769,862	1,298,972 3,285,586 2,278,031 4,638,134	14,408,319 2,215,500 971,983 5,545,184	4,172,558 4,243,395 5,325,245 951,944	234,163,826
MOTOR VEHICLE FEES, ETO. ALLOTTED TO STATE HIGHWAYS	\$2,635,140 . 487,352 .3,788,004 3,594,541	835,335 8,797,300 928,182 3,429,340	3,810,118 188,687 15,069,830 5,435,135	10,037,392 3,151,015 3,699,431 4,382,710	2,714,581 1,962,061 12,176,301 10,616,327	10,066,728 213,514 8,701,070	1,149,787 249,111 1,905,427 12,247,354	371, 533 20,000,000 9,565,719 729,681	6,078,757 2,600,000 4,925,609 27,212,931	2,295,995 2,366,964 1,455,724 3,957,464	9,958,624 413,000 2,034,333 5,050,909	6,281,011 4,396,371 10,402,964 565,578	259,134,820
APPROPRIATION SY STATE FOR HISHWAYS	\$1,234,245	1,583,250	2888,532	150,000	1,562,000 49,818 87		100,000	5/29,455,159 1,260,000 170,000	175,364	9,458	344,608	2 6 8 3	42,468,385
STATE TAX LEVIEO FOR BTATE HIGHWAYS	\$151,872	1,359,837	2/ 308, 497	908,335	1,024,938	1,921,849	8,647 2,624,827	715,751		33,686	355,999 1,337,550	98,639	11,955,782
TOTAL INCOME FOR STATE HIGHWAYS OURING FISCAL YEAR	\$19,088,980 3,340,700 28,881,756 31,455,465	5, 531, 440 12, 778, 461 3, 350, 307 14, 084, 230	12,918,553 4,728,530 54,858,128 16,073,409	37,981,250 13,901,429 14,213,091 10,510,069	12, 169, 405 10, 433, 457 18, 840, 644 39, 419, 008	20,751,244 5,222,299 18,488,552 3,830,741	7,139,474 2,235,262 5,558,382 29,592,581	7, P90, 633 62, P38, 343 32, 380, 906 3, 539, 363	35,309,722 13,032,198 10,014,435 55,907,355	4,351,80E 18,506,237 5,994,318 25,002,853	33,430,097 4,625,048 8,909,486 15,428,436	13,893,176 14,144,398 22,260,706 3,533,407	849,325,598
SALANCE AT SECTINITING OF FISCAL YEAR	\$1,933,783 - 172,189 7,532,106 7,069,549	1,844,570 10,214,033 251,760 692,015	250,886 720,444 2,439,589 2,414,905	5,658,587 2,187 857,823 2,243,385	1,262,396 2,112,410 658,119 1,535,374	8,902,898 1,079,219 4,842,914 251,573	244,877 -43,914 1,318,184 10,138,215	307,441 44,585,290 9,812,428 236,052	854,594 456,160 1,023,077 24,148,595	3,368,834 9,194,115 5,250 -165,182	5,860,201 7/ 91,770 85,704 924,396	4,523,918 4,003,440 525,482	186,159,875
TOTAL FUND AVAILABLE FOR USE OF STATE HIGHWAY OEPARTMENT	\$21,022,743 3,168,511 35,313,865 38,635,114	8,478,010 82,993,494 3,512,067 14,588,245	13,189,349 6,447.374 57,397,727 18,488,314	43,639,837 13,803,616 14,871,014 12,755,454	13,431,801 12,645,857 17,509,763 40,854,362	29,564,142 7,301,518 23,338,566 4,082,414	7,384,151 2,191,348 8,887,516 39,728,896	7,598,074 105,824,633 42,293,334 3,775,415	37,264,317 13,488,359 11,037,513 80,053,851	7,724,415 27,800,352 5,000,568 24,837,771	39, 280, 288 4, 718, 618 10,005, 200 15,400, 832	13,833,176 18,658,314 25,254,146 4,058,889	1,035,485,474
F I SCAL YEAR ENDS	9/30 5/30 12/31 12/31	11/30 8/30 12/31 12/31	12/31 12/31 12/31 8/30	11/30 12/31 3/31 12/31	12/31 8/30 11/30 5/30	12/31 1/31 12/31 5/30	12/31 11/30 12/31 12/31	12/31 12/31 5/30 12/31	12/31 18/31 11/30 12/31	11/30 12/31 12/31 5/30	8/31 12/31 6/30 8/30	12/31 12/31 .6/30 12/31	
STATE	ALABAMA AR IZONA ARKANBAB CAL I FORNI A	COLORADO CONNECTICUT OELAWARE FLORIDA	GEORGIA 10 MO 11 LLINGIA INDIANA	IOWA KANBAB KENTUCKY 4/ LOUIBIANA	MAINE MARYLAND MAGGACHUSE TT8 MFO: I GAN	MINNESOTA MISSISSIPPI MISSOURI MONTANA	NEVADA NEVADA NEW HAMPSHIRE NEW JERSEY	NEW MEXICO NEW YORK NORTH CAROLINA NORTH OAKOTA	OHIO OKLAHOMA SREGON PENNBYLVANIA	RHODE IBLAND GOUTH CAROLINA SOUTH OMOTA TENNESSEE	TEXAS UTAH VERMONT VIRGINIA	WASHINGTON WEST VIRGINIA WISCONSIN WYOMING	TOTAL

APPROPRIATION FOR STATE HIGHMAY SOND INTEREST AND RETIREMENTS.

TAX LEVY RS BOND PAUKENTS.

TAY LEVY RS BOND PAUKENTS.

OATA FOR SALE PROCEEDS FOR USE ON STATE HIGHMAYS.

OATA FOR 9 MONTHS ONLY, JULY 1 TO MAR. 31, AS FISCAL YEAR WAS CHANGED. <u>न्रज्ञे</u>

5/ INCLUGES \$35,409 FROM U.S.GOVERNMENT OIL ROYALTIES.
5/ INCLUGES \$5,465,400 FOR COUNTIES AND TOWNS NOT SHELD SALANCE SHOWN IN 1927 UNEXPENDED SALANCE, EXCLUDED HERE.
5/ INCLUDES \$415,544 FROM U.S. GOVERNMENT OIL ROYALTIES.



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STATE HIGHWAY OISBURSENENTS DURING 1928, HIGHWAY OEPARTMENTS TOR BITATE HIGHWAY OEPARTMENTS INCLUDING PRINCIPER FANKENTS ON BONGS AND MOTES, AND TRANSFERS TO LOCAL AUTHORITIES (COMPLLEO FROM REPORTS OF STATE AUTHORITIES)

F-2 (1928)

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STATE	ALABAWA ARIZONA ARKANGAS CALIFORNIA	COLORADO CONNECTICUT OELAWARE FLORIOA	GEORGIA IDAHO ILLINO1S INOIANA	10WA KANSAG KENTUCKY LOUISIANA	MAINE Z/ MARYLAND MABBACHUSETTS MICHIGAN	MINNESOTA MISSIPP MISSOURI MONTANA	NESRASKA NEVADA NEW HAMPSHIRE NEW JERSEY	NEW MEXICO NEW YORK NORTH CAROLING NORTH DAKOTA	OH10 OKLAHOMA OREGON PENNSYLVANIA	RHODE 15LAND SOUTH CAROLINA BOUTH DAKOTA TENNESSEE	TEXAS UTAH VERMONT	WASHINGTON WEST VIRGINIA WISCONDIN WYOMING	TOTALS
BALANCE AT THE ENO OF FISCAL YEAR	\$912,521 725,577 4,529,949 13,570,137	1,518,886 6,574,349 234,603 343,497	440,871 34,550 3,926,145 1,944,432	6,384,946 105,422 1,596,903	1,314,142 1,877,610 1,032,149 4,376,628	11,252,149 1,020,348 4,358,501 219,090	400,000 24,019 1,334,587 7,249,700	994,968 44,321,220 12,991,984 211,305	3,311,106 237,832 769,268 21,788,857	3,176,279 6,701,484 107,830 5,666,194	10,580,121 724,464 4,243,228 1,952,366	2,444,458 6,237,348 458,942	205,221,665
PRINCIPAL TRANSFERS TO PARINCIPAL TRANSFERS TO PAYMENT COUNTY OR ON BONOB TOWN FOR AND NOTES LOCAL ROADS	\$1,468,237	1 1 1 1		2,219,271 505,004 13,432	2,677,308 9,812,734	. , , ,	83,497 60,000	6,485,400 3,626,338	2,019,607	2,123,017	210,000	2,059,676 17,098 3,475,332	35,885,350
PRINCIPAL TRANSFERS PAYMENT COUNTY OF ON BONDB TOWN FOR AND NOTES' LOCAL ROAD	\$819,023 6,503,614 2/1,775,000	288,260.	139,600	5/ 637,500	481,000	1,000,000	100,000	656,500	1,750,000	64,053	412,500	2,640,000	27,015,499
INTEREST ON BOND9 AND NOTES OUTSTANDING	\$1,257,364 - 861,250 2/2,989,102	441,122	137,822	5/ 858,916 137,047 124,000	563,566 924,529 2,248,637	2,112,500	27,835	98,989 4,200,000 4,720,848	1,586,061	186,020 4,100 161,570	325,000	2,136,038	37,637,034
EQUIPMENT AND MACHINERY	\$2,153,708 243,463 254,477 565,673	515,886	566,055 87,770 206,585 830,817	558,322 384,374 669,514	506,317 144,756 443,634	879,581 211,235 471,254 125,269	234,798	565,234	222,066 22,310 3/ 4,179,578	281,731 539,678 6,720 1,198,114	1,580,280 257,726 323,478	154,358 388,473 18,523 9,953	20,505,483
MISCELLANEOU8 EXPENSES	\$39,184 329,967 265,346	6,764 93,890 185,420 151,269	13,807 155,841 428,025	220,469 16,326 248,858	245,277 119,433 80,196 654,653	127,140	52,008 54,882 22,035	26,964 868,646 38,441	890,705 241,601 188,049 9/3,733,207	56,748 568 357,314 97,779	368,919 100,300 79,417	507,297	11,332,741
CTION MAINTENANCE MISCELLANEOUS M	\$759,383 868,197 2,173,434 5,127,537	949,393 3,889,708 205,475 1,536,023	1,284,730 796,017 2,409,341 3,217,990	3,809,955 2,384,522 1,515,381 2,505,852	1,792,596 4,859,748 1,906,616 5,518,937	4,724,172 2,547,641 2,571,695 410,485	1,906,167 390,146 2,609,064 5,125,783	1,082,842 9,878,280 4,505,948 748,934	11,624,672 2,779,988 3,323,096 17,570,406	1,817,698 2,151,658 1,973,270 4,899,109	12,327,185 814,991 1,525,478 3,513,706	2,826,481 2,995,652 3,742,314 979,107	158,878,573
OONSTRUCTION ANO RIGHT-OF-WAY	\$15,081,550 1,001,307 20,267,558 14,507,666	4,443,969 12,434,947 1,866,656 12,427,815	10,863,916 4,095,874 44,278,615 12,495,075	29,508,780 10,960,772 12,207,460 7,137,584	7,463,482 5,689,076 10,744,209 15,232,315	11,052,899 3,395,154 8/12,693,190 3,327,570	4,970,823 1,362,542 2,534,249 26,144,318	4,199,641 42,512,769 14,579,570 2,680,155	21,216,768 10,206,627 3,421,039 22,075,765	2,111,488 16,284,047 3,551,334 12,815,005	14,433,793 2,081,838 3,913,016 10,487,498	8,852,661 7,539,298 12,637,159 2,516,562	536,294,303
TOTAL EXPENDITURE FOR STATE HIGHWAYS	\$19,291,159 2,442,934 23,812,065 23,189,977	6,367,124 16,418,545 3,089,214 14,342,749	12,728,478 6,273,324 61,472,582 16,543,882	34,398,120 13,903,616 14,260,586 10,685,808	10,571,237 10,668,257 13,800,306 24,098,176	18,251,107 6,281,170 17,981,065 3,863,324	6,984,161 2,067,329 5,469,432 31,700,306	5,946,606 56,618,013 24,675,012 3,564,110	33,953,211 13,250,526 8,618,245 51,850,356	4,453,686 18,975,851 5,892,738 19,171,577	28,710,177 3,579,854 5,761,972 14,238,466	11,833,500 13,566,758 16,541,466 3,599,947	784,648,134
OI SBURSEMENT 8Y STATE HIGHWAY DEPARTMENT	\$20,110,222 2,442,934 31,783,916 24,964,977	6,957,124 16,418,545 3,377,464 14,342,749	12,728,478 5,412,824 63,471,582 16,643,882	37,264,891 13,903,616 14,765,592 11,156,551	11,052,237 10,668,257 16,477,614 36,577,754	18,411,993 6,281,170 18,981,065 3,863,324	6,984,161 2,167,329 5,552,929 32,479,196	6,603,106 62,503,413 28,301,350 3,564,110	33,963,211 13,250,526 10,268,246 56,615,590	21,038,868 5,892,738 19,171,577	28,710,177 3,992,354 5,761,972 14,448,466	13,893,176 16,223,856 20,016,758 3,599,947	824,549,983
FISCAL YEAR ENOB	9/30 6/30 12/31	11/30 6/30 12/31 12/31	12/31 12/31 12/31 9/30	11/30 12/31 3/31 12/31	12/31 9/30 12/31 6/30	12/31 1/31 12/31 6/30	12/31 11/30 12/31 12/31	12/31 12/31 6/30 12/31	12/31 12/31 11/30 12/31	11/30 12/31 12/31 6/30	8/31 12/31 6/30 6/30	12/31 12/31 6/30 12/31	
STATE	ALABAMA ARIZONA ARKANBAS CALIFORNIA	COLCRADO CONNECTICUT DELAWARE FLORIOA	GEORGIA IDAHO ILLINOIB INOIANA	ICWA KANSAS KENTUCKY 6/ LOUIBIANA	MARYLAND MARYLAND MARSACHUSETTB MICHIGAN	MINNEGOTA MISSISBIPPI MISSOURI MONTANA	NESRABKA NEVADA NEW HAMPSHIRE NEW JERSEY	NEW MEXICO NEW YORK NORTH CAROLINA NORTH OAKOTA	OH I O OKLAHOMA OREGON PENNSYLVANIA	RHODE I GLAND GOUTH CAROLINA GOUTH OAKOTA TENNEGSEE	TEXAS UTAH VERMONT VIRGINIA	WASHINGTON WEST VIRGINIA WISCONSIN	TOTALS

INCLUDES PRO RATA SHARE OF ADMINISTRATION, ENDINEERING, MATERIALS AND SUPPLIES.

WITHERS AND SETTEMBENT PAWACYS ON SONOS, ON TO FROUGH STATE HIGHWAY OPPARTMENT.

EQUI-MENT AND MACHINER EXPROBITURES INCLUDED IN MAJATEMANCE.

THERESES ON COUNTY SONOS, ASSUMED BY STATE INCLUDED.

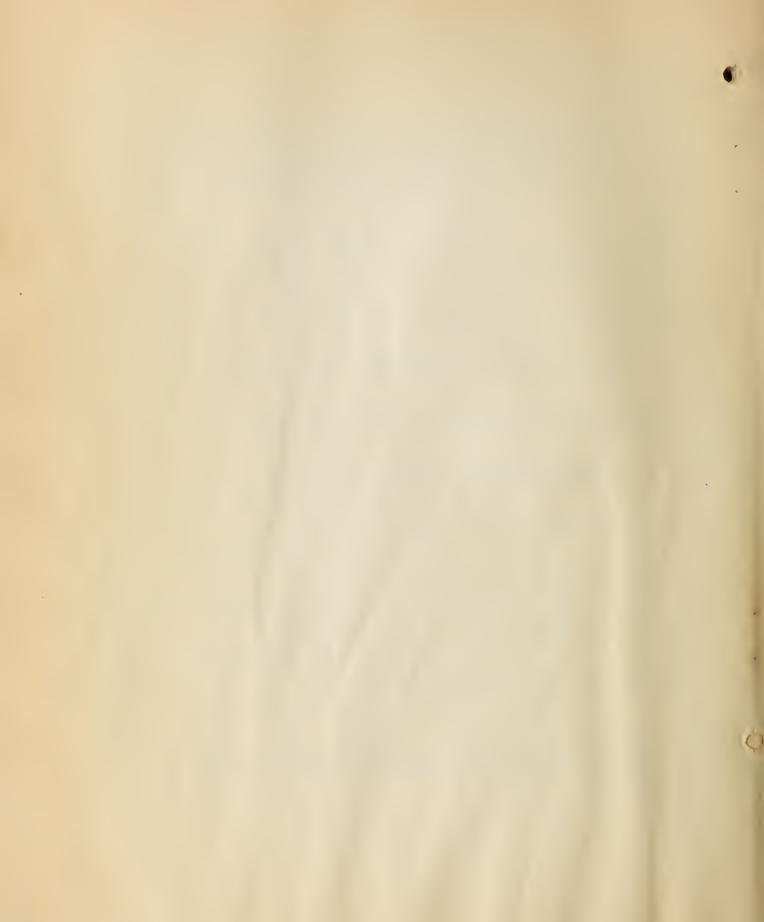
GOUNTY SONO INTEREST AND RETIDEMENTS DALLY.

GATA FOR S MORTHS ONLY, JULY IT DIMAGN SIT, AS FISCAL VEAR WAS CHANDED.

EXCLUDES CISSURGENEEMENT OF \$1,055,422 IN OTHISE UNDER SUPERVISION OF STATE HIGHWAY OPPARTMENT.

ENCLUDES \$1,549,504 FOR REGISTRATION OF MOTOR VEHICLES.

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		M-2 (1927)	R.8.A.	STATES	ALABAMA	ARIZONA	CALIFORNIA	COLORADO	DELAWARE	GEORGIA	10AHO 11 IND 15	INDIANA	IOWA	KENTUCKY	MAINE	MARYLAND	MICHIGAN	MINESOTA	MISSOURI	MONTANA	NEVADA	NEW JERSEY	NEW MEXICO	NORTH CAROLINA	OHIO	OKLAHOMA	PENNSYLVANIA		SOUTH DAKOTA	TEXAS	VERMONT	VIRGINIA	WASHINGTON WEST VIRGINIA	WISCONSIN	WYOMING	TOTALS	
				BLOCK: ABPHALT, WOCD, 8TONE	1	1 1	1 1	1	8.0(ARPHALT)		1 1	1		1	1		_	J I	,		1 1	2.6(STONE)	3 :	1 1	1	1		3/ 3.0(BTONE)		4		•			-	13.6	
				VITRIFIEO BRICK	1.0	•		' c	2.45	-	٠ ,	ກຸຄຸ	1 1	•		,		3 1	•	-	1 1	1)	9	1 4	19.0	•	6.7	-		,		•	1 0	'	•	54.9	
		R0A08 927		PORTLANO CEMENT CONCRETE	11.6	1	153.0	' '	0.0	48,4	- 00	147.8	တ ရ က လ	8.0	0.7	12.7	166.0	5.1	3.3	100	<u></u>	97.2	1 97 6	34.0	69.0	8.0	63.1			15.0		20.0	46.9	150.0	•	1,343.8	
UNITED STATES DEPARTMENT OF AGRICULTURE SUREAU OF PUSLIO ROADS		MILEB OF COUNTY AND OTHER LOCAL RURAL ROADS BUILT TO GRADE, AND MILEB SURFACED OURING 1927	(ROAGS NOT ON STATE HIGHWAY SYSTEMS)	SITUMINDUS	13.1	•	104.0	•	0.4	1	6.0	3.2	1 1	, ,	-	1 0	. 00 . 00 . 00 . 00	8.1	ŧ	-	1 1	17.9		11.0	1:0	1	70.1		0,	-		1		} '	•	258.7	
PARTMENT O	ò	MILES SURF	BTATE HIG	SHEET ABPHALT	1		1 1	1 0	2 2	13.3		2.9	0,1			8.8	, ,		1	•	1 1	29.8			3.0	•	3.1	0.3	13	-		,		,	•	84.5	o
ED STATES OF BUREAU		COUNTY AND	ROAGE NOT UN	WATERBOUND BITUMINOUS MACADAM, MACADAM, TREATED 'BY ANO PENETRATION UNTREATED	9.9	1	177.0	- 0	0.0	46.6	1 0	25.5	10.01	6.1	9.0	0.0	28.3		5.0	-	2 . 3	86.3	0 363	9	192.0	1	50.5	9°9	12.0	,		0.09	9.0 E	'	•	1,476.8	READY FOR BURFADING IND RECONSTRUCTED BURFACING AND RECONSTRUCTED BURFACING STONE SLOCK BURFACED WITH \$-2\$\frac{1}{2}\$\$
UNAT		MILES OF SUILT	•	WATERBOUND MACADAM, TREATEO AND UNTREATEO	19.0	'	. 44	, (- 4 and	0.000	;	49.9	10.8	271.1	*	49.8	76.5		8	'	;	30°5	, 62,60	83.0	269.0	1	125.5	13.1	473.4		• •	130.0	49.9	263.2	1	3,196.9	RECONSTRUC
				GRAVEL, ETO., TREATEO ANO UNTREATEO	240.8	70.6	2,912,0	P12.0	4.0	0.0	458.0	681.1	- ,				140.8	2,774.9		_		132.8	82.1	186.0	1,638.0	60.0	518.9	14.8	269.8	426.0	100.0	125.0	550.0	3,034.1	13.2	22,399.3	FADING AND
			3)	SAND-CLAY ANO TOP-601L	. 269.4	1	500.0	7.0		788.3	84.0		239.2	4.3	100	1	4	655.4	'	1.0	13.0	1 3	,	644.0	- -	1	• •	651.1		'		170.0	108.6	656.2	'	5,024.3	TADING DRIGINAL SUR
			AUTHORITIE	TOTAL MILES DF ROAO BURFACEO	660.3	70.6	3,890.0	219.0	13.0	897.2	544.0	812.7	1,854.7		362.6	202.8	1,083.7	3,437.2	189.5	144.8	43.0	414.9	82.1	944.0	2,191.0	18.0	827.9	34.4	869.8	440.0	100.0	505.0	198.0	4,103.5	13.2	33,851.8	READY FOR BURF INCLUDES NEW D BYONE SLOCK BU
0			TS CF COUNTY	EARTH IMPROVEO. GRADEO & ORAINEO	168.0	99.0	1.666.0	404.0	1 1 0	724.9	597.0	2 '	633.0	101.6	6.0	0.08	74.8	1,260.1	353.0	,	58.5	0, 1	125.5	576.0	921.0	550.0	130.6	13.7	4,990.8	615.0	0.03	210.0	235.7	3,731.8	242.7	25,880,2	নতালা
			8 AND REPOR	TOTAL MILES GRADEO, 8 MILES	718.3	169.6	5.456.0	623.0	13.0	1,622.1	1,141.0	812.7	1.097.1	624.3	363.6	262.8	314.4	4,697.3	542.5	144.8	101.5	26.9	207.6	1,520.0	3,112.0	678.0	958.5	48.1	5,260.6	1,055.0	150.0	715.0	3,154.8	7,835.3	255.9	59,732.0	NOTEB:
			(FROM RECORDS AND REPORTS C7 COUNTY AUTHORITIES)	8TATE8	ALABAMA	AR I ZONA	ARKANBAS CAL IFORNIA	COLORADO	DELAWARE	GEORGIA	Помно	INCLINOIS	LOWA	KENTUCKY	MAINE	MARYLAND	MASSACHUSETTS M12H1GAN	MINESOTA	MISSOURI	MONTANA	NEVADA	NEW HAMPSHIRE NEW JERSEY	NEW MEXICO	NORTH CARULINA	OHIO	OKLAHOMA	PENNSYLVANIA	RHOOE ISLAND SOUTH CAROLINA	SOUTH DAKOTA	TEXAS	VERMONT	VIRGINIA	WASHINGTON	WISCOUBIN	WYOMING	TOTALS	



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PARTMENT	BUREAU OF PUBLIC ROADS
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UNITED

M-5 (1327) R.9.A.

(FROM RECORDS AND REPORTS OF COUNTY AUTHORITIES)

MILEAGE OF EXISTING LOCAL RURAL ROADS, 1927 (LOCAL ROADS INCLUDE COUNTY AND TOWNEHIP ROADS, AND EXCLUDE STATE HIGHWAYS)

NEW HUMPSHIRE NEW JERSEY NEW WEXICO NEW YORK NORTH JAROLINA NORTH DAKOTA PENNSYLVANIA RHOOE 19LANO SOUTH CAROLINA SOUTH DAKOTA TENNESSEE
TEXAS
UTAS
UTASH
VERMONT
VIRGINIA
WASHINGTON
WEST VIRGINIA
WISCONSIN MARYLAND MASSACHUSETTS ALABAWA
ARAIZOWA
ARAIZOWA
ARAIZOWA
ARAIZOWA
COLORADO
COUNECTIOUT
DELAWARE
FLOR IDA
GEORG I A
ILLINOI 8
INDIANA 8TATE6 MICHIGAN MINNESOTA MISSIGEIPPI MISSOURI MONTANA NEBRASKA NEVADA IONA KANSAB KENTUCKY LOUIBIANA OHIC OREGON TOTALS STONE 1101 2 CCOM BLOCK PAY ASPHALT 1 1 1 1 88 VITRIFIEO BRICK 5 1 1 4 8 4 5 7 5 7 1 1 23 1,352 PORTLANO 2000CRETE 2008 2008 6 2,058 83 7 7 7 7 7 7 7 7 83 1,186 1,093 တစ္ကရွ -11,438 STUMINOUS 0 1 + 58 4 1 6 1 6 4 6 8 6 6 4 1 1 6 4 8 4 4 5 5 1 1 3,680 8 SHEET 1 - 188 - 38 - 4 - 4 1,454 BUTUMINOUS
MACADAM, SHE PENETRATION 139 139 92 92 2 10 398 4,668 260 260 4 - 2 13,526 GRAVEL, WATERBOUND CHERT, MACADAM 259 25 46 114 378 1,315 1,315 1,316 1,316 1,316 1,316 1,316 1,316 1,316 1,316 082 260 260 6,926 6,926 1,050 45,600 7,111 1,574 1,292 1,292 1,292 1,292 1,292 1,292 1,292 1,292 1,292 1,293 263,088 SAND-CLAY.... ANO TOP-SOIL 8,282 250 210 1,607 3,417 7,692 2,112 234 634 634 634 143 143 993 993 219 71,770 412,155 TOTAL SURFACEO LOCAL EARTH ROAGE

TOTAL NONSURFACEO

LOCAL

MILEGALE

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118, 918 2,308,076 2,720,231 TOTAL LOCAL MILEAGÉ MARYLAND
MASSACHUBETTB
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MONTANA
NERSAKA
NEW HAWBHIRE
NEVASA
NEW HAWBHIRE
NEVASA
NEW HAWBHIRE
NEW ACRE
NEW MEXICA
NEW VIRGINIA WASHINGTON WEST VIRGINIA WISCONSIN TOTALB ALABAMA ARKANSA CALIFORNIA COLORADO COLORADO CONCELAMARE FLORIOA ILLINOIB INCIANA **BTATES** KANSAB KENTUCKY LOUISIANA MAINE



UNITEO STATES DEPARTMENT OF AGRICULTURE SUREAU OF PUBLIO ROADS

STATE HIGHWAY SYSTEMS-MILEAGE BUILT DURING 1928

(COMPILED FROM REPORTS OF STATE AUTHORITIES)

M-1 (1928) R.6.A.

	STATEB		ALABAMA ARIZONA AEKAMBAB OALIFORNIA	COLORACO CONNECTICUT DELAWARE FLORIOA	GEORGIA IDAHO ILLINDI8 INDIANA	IOWA KANSA8 KENTUCKY LOUISIANA	MARYLAND MARYLAND MARSACHUBETTE MIOHIGAN	MINNESOTA MISSIPPI MISSOURI MONTANA	NEBRASKA NEVADA NEW HAMPSHIRE NEW JERSEY	NEW MEXICO NEW YORK NORTH CAROLINA NDRTH DAKOTA	OHIO DKLAHOMA OREGON PENNBYLVANIA	RHDDE 18LAND 80UTH CARDLINA SOUTH DAKOTA IENNESSEE	TEXAS UTAM VERMONT VIRGINIA	WASHINGTON WEGT VIRGINIA WISCONSIN WYCMING	TOTAL
BLOCK-	WODD, STONE(8)		1 1 1 1	1111	1 1 1 1	1 1 1 1	1 1 1 2	1 1 1 1	(8)	1111	1 1 1 1	1111	1 ; 1 1	1111	m
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Civa stand	CENENT CONCRETE NEW RE		132 1 60 67	18 88	65 1,043 235	740 94 59 14	12 95 16 339	96 84 140 4	31 76	8661 297	2/ 20	13 187 6 88	421 10 68 68	183	806,3
Grand Park	CONCRETE			ו ל יו	1111	1 3 1 1	04-	1 1 1 1	1 1 1 1	1161	1 1 1 1	1 1 1 1	1 1 1 1	1111	20
10	COND		3, 17	11 71	2	1119	- 8 13 13	F 1 1 78	6 +	1811	1 84 -	81	1111	1 129 1 1	353
* June	A8PHALT		1+1-	1 1 1 1	1 1 1 1		1411	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1 1 1 1	1111	1 1 1 1	9
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BITUMINOUS	PENETRATION		1 1 6	155 100	45 6 76	1 Ø Ø 1	12 77	1=11	107	1 4 8 0	104	F 100	878 5 57	164 1 1	1,868
ONNO	O ANO TED)		1101	1=-1	CÚ I I I		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1		1-11	4 + 1 01	34	1 1 1 1	- 18	230
WATERBOUND	(TREATED AND UNTREATED)		Ø 1 1 1	47		220	1001	1 1 1 1	1141	1 1 1 1	6119	3 1 19	39	21	911
C I	D AND NTED)		13 202	1-11	33 364	18	7 10	726	186-	46 -	386	1 60 1 W	06-1	15 - 444 35	2,453
To the second	(TREATED AND UNITEATED) NEW RECOV		259 73 258	1 1 01 1	178	298 74 148 200	1.83 + 20	208 165 216 273	421 86 86 2	22 22 60 618	400	- 2 520 74	408 219 118	37 62 64 273	7,170
	REGON		1111	1 1 1 1	1 2 1 1	1 1 5 1	1 1.1 9	1111		1 1 1 1	1111	136	1 1 1 1	1 1 1 1	181
	SAND-C AND TOP-SC NEW		27.	E E	901	646	1111	וונפו	CI I I I	1111	1 4 1 1	118	- 1 - 4	1111	1,019
	SAME TYPE - (RECON-	STRUCTION)	48 13 6 229	18-1	35 364 61	- 81 23	13 16 37 214	126	18 10 2	47 50 6 163	64 - 86 3	167	1661	51 631 35	3,147
NEW SURFACING PLACED	OTHER 1YPE8		126 12 34 486	110	330	287 72 19	111 7 871	1989 - 1	6 106 108	304	1 101	17 221 16 40	230 48 36	18 22 182 1	3,587
W SURFACT	EARTH ROADS		407 700 249	69 69 961	432 214 1,068	741 746 454 200	28 28 28 28 28	820 365 280	438 86 84 22	217 351 518	791 202 73 16	32 206 616 240	1,478 220 140 154	68 182 86 273	13,843
NB	TOTAL		681 125 739 643	138 184 61 248	667 811 1,070 414	1,038 746 687 242	108 149 149 678	1,039 243 365 365	444 113 148 90	264 706 453 671	856 202 263 2/30	49 583 632 320	1,708	137 204 799 308	20,677
1	GRADEO GRADEO AND AND		79 10 934 65	© 1 + 03	162 90 274 245	1,039 434 46		204 123 216 38	5.00 d	788 38 - 668	73 396 70	73 280 196	648 28 5	102 164 31 278	8,676
TOTAL	MILEAGE GRADEO AND AND		580 136 1,673 698	148 184 61 670	709 701 1,344 669	1,346 1,786 1,081	108 148 148 763	1,243 366 571 382	657 219 148 84	1,062 743 463 1,230	928 598 333 30	49 666 812 516	2,356 305 183 217	239 368 830 586	29,262
	(YEAR ENDS DECEMBER 31 EXCEPT AS NOTED)		ALABAMA AR I ZONA ARKANSAS CAL I FORNIA	COLORADO DONNECTIOUT DELAWARE FLORIDA	GEORGIA IDAHO ILLINOIS INDIANA	IOWA KANSAB NENTUBKY LOUISIANA	MAINE MARYLAND MASSAGHUSETTS MICHIGAN	MINNESOTA MISSISSIPPI MISSOURI MONTANA	NEBRASKA NEVADA NEW HAMPSHIRE NEW JERSEY	NEW MEXICO NEW YORK HORTH GARDEPUA NORTH DAKOTA	OHIO OKLAHOMA OREGON PENNSYLVANIA 2	RHODE ISLAND SOUTH CAROLINA SOUTH DAKOTA TENNESSEE	TEXAS UTAH VERMONT VIRGINIA	WASHINGTON WEST VIRGINIA WISCONSIN WYOMING	TOTAL

NOTES: 1/ MILEAGE O NEW GURFACING PLACED AND RECONSTRUCTED BURFACES SHOWN GEPARATELY.

Z/ FOR 4\$ MONTHS ONLY, JANUARY 1 TO MAY 15, AS FISCAL YEAR DHANGED TO MAY 15.

OF AGRICULTURE	Roads
GTATES DEPARTMENT	BUREAU OF PUBLIC
UNITEO	

STATE HIGHWAY SYSTEMS-EXISTING MILEAGE AT END OF 1928

M-4 (1928) R.9.A.

(COMPILED FROM REPORTS OF STATE AUTHORITIES)

						-									T
	STATE	ALABAMA ARIZOWA ARKANBAS CALIFORNIA	COLCRADO CONNECTIGUT DELAWARE FLCRIDA	GEOFGIA IDAHO ILLINOIS INDIANA	IOWA KANBAS KENTUCKY LOUISIANA	MAINE MARYLAND MASSACHUSETTS MICHIGAN	MINNESOTA MISSISSIPPI MISSOURI MONTANA	NEBRASKA NEVADA NEW HAMPSHIRE NEW JERSEY	NEW MEXICO NEW YORK NORTH CAROLINA NORTH DAKOTA	OH10 OKLAHOMA OREGON PENNSYLVANIA	RHODE ISLAND SOUTH CAROLINA SOUTH DAKOTA TENNESSEE	TEXAS UTAH VERMONT VIRGINIA	WEST VIRGINIA WEST VIRGINIA WISCONSIN	TOTAL	
	SYSTEM CURING YEAR- AODEO OR SUBTRACTEO	171 212	25 47 74 75	-127 40 - 246	106 769 1,853 1,074	123 137 -3 469	216 45 50	1,845 2 55	101 -12 54 20	-47 -25 1,163	53 218 -40 837	22 -22 1,687	38 1 1 1 1 38 1 29 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	13,089	
	EMENT BLOCK- ASPHALT, ROOD, BTONE	1 1 1 1	999	W _ 1	1 1 1 1		W 11	T AW9 46	AS 23 W <u>1</u> /12	- - AW5 10	1 1 1 1	11,1	1 171 1	A 85 3 3 2 4 5 5	
	ELCCK PAVEMENT VITRIFIEO BLOCK- BRICK ASPHALT ROOD, BTONE	1 1 1 1	232	119	33 178 26 15	17.12	13 20 21	611	. 850 89	1,423		83	141	3,164	
	PORTLANO CEMENT CONCRETE	239 137 288 1,667	330 392 507 334	6,111 1,597	1,716 649 295 60	100 1,030 256 2,221	936 360 5/ 1,733	95 51 55 814	73 4,115 2,165 9	1,812 812 208 4,068	90 442 9 465	1,141 215 151 666	662 535 2,541	42,957	
	BITUMINOUS	118 51 209 136	13 152 13 58	132	21 123	- 53 213 266	77 14 -	13 2 71 278	266	174 187 687 327	115	523	43 12 27	5,392	
36	SHEET 8	15 32 397	19 204	116	111"	1411	1 00 1 1	5 1 10	1 1 99 -	39 21 193	136	12 0	O ← 4 1	1,498	
BURFACEO ROAD BY TYPE	MACAOAM MACAOAM BY PEHETRATION	63 - 147 326	268 29 149	274 21 4 358	159 428 16	235 771 128	1 2 9 52	147	3,794	1,716	157 11 6 596	2,405 5 68 713	32 9/ 723 125 -	15,200	
BURFACE	WATERBOUND MACAOAM (TREATEO & UNTREATEO	48 188 3/ 61	774 5	171	2,398	1,131 245 569	1=11	131	1,988	1,496	116 38 1,225	521 68 49 1,206	149	18,142	
	GRAVEL CHERT, SHALE ETO. (TREATEO & UNTREATEO)	1,468 1,368 4,072 3/1,351	3,730 319 23 8	2,126	3,423 433 1,969 6,082	1,335 398 91 3,479	5,298 4,071 2,420 1,305	3,561 1,231 1,769 286	1,936 126 359 2,235	3,837 939 2,483 1,513	23 3,378 2,133	6,122 1,291 2,116 845	1,983 703 5,360	93,124	
	SAND-CLAY ANO TOP-SOIL	800	715	4/ 1,844	1,307	4 1 1 8	281	40111	2,262	1 1 1 1	3,322	1,000	1 9 1	13,499	
	TOTAL SURFAGEO MILEAGE	2,740 1,686 4,918 3,927	4,155 1,906 703 3,234	3,776 2,372 8,252 4,592	6,171 2,729 6,137 8,287	1,681 2,656 1,679 6,770	6,616 4,536 4,268 1,354	3,877 1,431 2,164 1,681	2,010 10,561 6,390 2,245	10,497 1,995 3,490 9,166	512 4,657 3,413 4,534	10,749 1,643 3,384 4,722	2,734 2,392 8,642 1,306	183,138	
SURFACEO	IMPROVEO EGTABL.TO GRADE AND ORAINEO	400 291 2,303 3/588	742 107 - 453	321 468 274 18	1,114 1,920 842 267	104	331 603 1,259 249	801 131 98 135	989 25 6/ 747 1,618	206 1,410 234 4,164	183 1,567 396	1,124 1,224 758 555	194 860 10/936 631	31,755	
AO, NON-9UR	8	2,450 336 1,499 2,067	4,223	2,156	899 4,042 6,521 2,509	230	1,794 2,000 6,404	3,334 1,992 103	6,355	250 2,737 644	1,042 995 940	6,855 591 62 1,655	334 568 10/ 643 1,178	81,549	
EARTH ROAD, NON-	TOTAL NON- GURFACEO MILEAGE	2,850 627 3,802 2,645	4,965	2,477 1,887 3,637	2,013 5,962 6,363 2,766	230 - 8 843	331 2,403 3,259 6,653	4,135 2,123 201 140	7,344 3,356 747 4,960	456 4,147 878 4,164	408 1,153 2,562 1,336	7,979 1,816 820 2,210	528 1,428 1,579 1,809	113,304	
TATOT ON BE	MILEAGE BTATE HIGHWAY 9Y9TEM	5,590 2,213 8,718 6,572	9,120 2,013 703 8,414	6,853 4,259 9,889 4,610	7,184 8,691 11,500 9,053	1,911 2,656 1,587 7,613	6,947 6,839 7,527 8,007	8,012 3,654 2,365 1,821	9,354 13,917 7,137 7,205	8/10,963 6,142 4,368 13,330	920 6,810 5,975 5,870	18,728 3,458 4,204 6,932	3,262 3,820 10,221 3,115	306,442	11
C	1928 YEAR ENOS	9/30	12/31 6/30 12/31 12/31	12/31 12/31 12/31 12/31	12/31 12/31 12/30 12/31	12/31 9/30 12/30 12/31	12/31 12/31 12/31 12/31	12/31 12/31 12/31 12/31	12/31 12/31 12/31 12/31	12/31 12/31 12/31 5/15	12/31 12/31 12/31 6/30	12/31 12/31 12/31 12/31	12/31 12/31 12/31 12/31		
	BTATE	ALABAMA ARIZONA ARKANBAS CALIFORNIA	COLCRAGO CONNEOTICUT DELAWARE FLORIOA	GEORGIA 10AHO 1LLINOI8 INOIANA	I DWA KANSAB KENTUCKY LOUI BIANA	MAINE MARYLANO MASBACHUSETTB MICHIGAN	MINNESOTA MISSIBGIPPI MISSCURI *	NEBRABKA NEVAOA NEW HAMPSHIRE NEW JERSEY	NEW MEXICO NEW YORK NORTH CAROLINA NORTH OAKOTA	OHIO OKLAHOMA OREGON PENNSYLVANIA	RHODE ISLAND SOUTH CAROLINA SOUTH OAKOTA TENNESSEE	TEXAS UTAH VERMONT VIRGINIA	WASHINGTON WEST VIRGINIA WISCONSIN	TOTAL	

1/ HIGHMANS UNDER CONTROL OF STATE HIGHMAY DEPARTMENTS, AND OD NOT INCLUDE ROADS UNDER CONTROL OF COUNTY AND LOCAL AUTHORITY.

2/ OLECO TOP-301.

3/ SPROAMMATE, AS IMPROVED EARTH, SANO-2LAY, GRAVEL AND MACADAM REPORTED TOSETHER BY STATE.

4/ DECREASE OF 11M HILES BY REVISION OF SYSTEM.

5/ INCLUDES 375 MILES PAYINGS 9 FOOT WITHOUTH OF COMPORTER.

5/ INCLUDES 105 MILES AS NOT ASPHALT.

7/ SPRIOSE FLOORING.

5/ DECREASE IN TOTAL MILESSE OF CONTROL TO SYSTEM.

7/ SPRIOSE FLOORING.

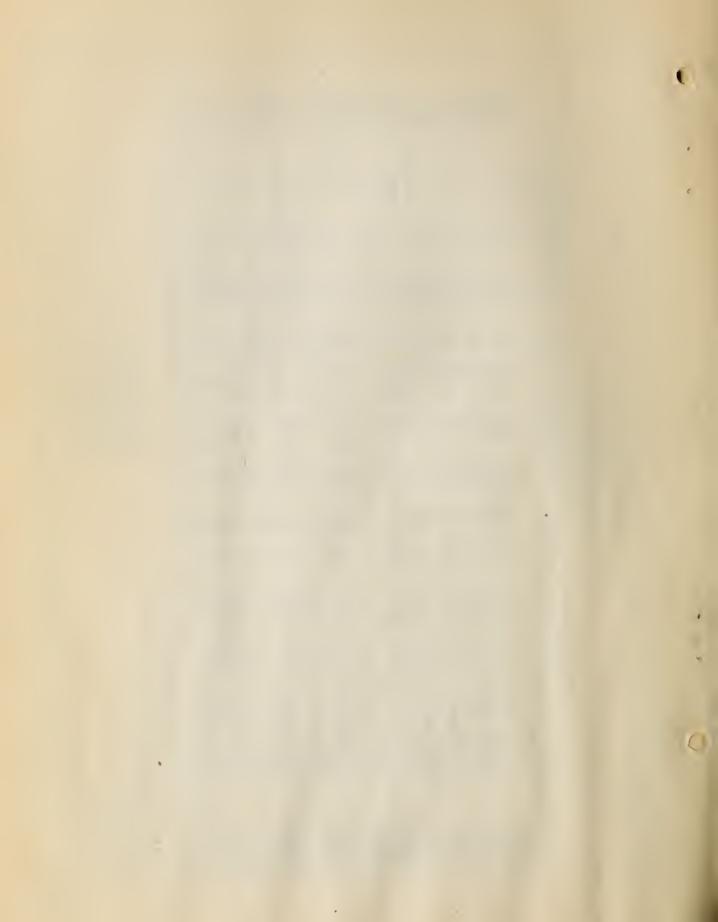
5/ INCLUDES 418 MILES OF REVIDOR PROCE ASPHALT.

7/ SPRIOSE FLOORING.

9/ INCLUDES 48 MILES OF REVIDOR PROCE ASPHALT.



						UNITED BT	ATER DEPARTME	UNITED STATES DEPARTMENT OF AGRICULTURE BUREAU OF PUBLIC ROADS	UPE			MV-2(1929) R 8.A.			
					MOTOR VEHICLE	REGIETRATII 80 GROSS RE FO	ON FEEG. LICE CELPTS AND RI R CALENDAR YE	MOTOR VEHICLE REDIGIOATION FEES. LICENSES, PERMITS, FINES, ETC., 1928 ALSO GROSS RECKLIFIS AND (1875) ILLION OF PARE J. FOR CALDION TEM 1928	FINES, ETC.,	926			COMPLLED FROM F	CPORTG OF STA'	COMPILED FROM REPORTE OF STATE AUTHORITIES)
8TATE6 <u>2</u> /	107.A. 0408.3	TOTAL MOTOR CARR	MOTOR CAR RECEIPTS PASSENCER CARS	TRUCKS AND TRACTION	TRAILERS MOTOR-	MOTOR-	MISCELL DEALERS!	MISCELLANEOUS RECEIPTS 2/	OTHER MISCEL-	DOLLECTION AND ADMIN-	FOR H	OISPOSITION OF GROGE RECEIPTS FOR HIGHIAY PURPOSES ATE LOCAL STATE CHANCE CONTROL OF CON	STATE & COUNTY	FOR OTHER	STATE8 2/
ALABAMA 2/ ARIZONA	\$3,474,065 565,808	\$433,848	\$300,982		\$3,078	1963	13.617	\$12,608	\$111,690	\$151,721	\$1,076,501		£ **		ALABAMA E/ ARIZONA
CALIFORNIA	9,292,301	T 857 528		2,562,850	269,318		4/ 0,134	330.476	800,548	1.426,542	3,910,311		304,505,505	6/ \$45, 137	CALIFORNIA
CONNECT ICUT OFLANKARE FI OR IOA	1,373,589 1,373,589 929,918	1,008,931 6,627,216 745,256		206,210	284 4 148 1	1,792	8.83	1,041,649	82,236 809.197	166,313	7,373,689	1 165 449			CONNECT I OUT CONNECT I OUT DELANARE FLORIDA
GEORGIA IDAHO ILLINOIS	4,041,767 1,626,949 15,521,530	3.976, T63 1, 578, 391 14, 578, 770	3,320,729 1,308,491 11,177,192	3,401,578	9,367 4,645 66,678	5,151 2,023 18,274	37,682 27,300 88,166	4,457	9,35T 13,800 438,360	143,088	3,898,679 166,549 9,337,237	1,460,400	8,149,016	1	GEORGIA IDANO ILLINOIS
I DWA KANSAS KENTUCKY	5, 384, 448 4, 726, 258	10,133,702 6,376,893 4 582,043		978.751	890,4	6,477	32,877	33,126	434 820 17,756 82,378	249,233 203,982 285,846 195,198	10,068,490 3,213,611 4,041,685	367,712 1,894,091 486,376		8/52,683	INDIAMA KANSAS KENUCKY
MATILAND MARTILAND MARBACHUGETTB MICHIGAN	2, T63, 598 3, 034, 621 13, 919, 618 20, 056, 848		1,642,849 2,087,501 7,854,817 13,942,513	504,269 293,384 3,273,036 4,424,654	4, T20 18, 663* 24, 127 248, 659	8,672 10,6827 29,564	25.14 027.42 107.83 198.	1,740,380 1,740,380	135,321 393,508 928,568	220,513 303,462 1,352,012	1,364,283 2,124,234 11,643,077	000	924, 529	10/ 140,000	MARYLAND MASSACHUSETTS MICHIGAN
MINNESOTA MISSIGGIPPI 2/ MISSOURI 2/ MONTANA 2/	10,101,786 2,814,150 8,765,609 1,298,828			1,650.733	16,181	T, 765	38,472		83.	370,000	6.501,230 184,182 5,284,109	2 479,281	3,112,600		MINESOTA MISSISSIPPI 2/ MISBOURI 2/ MISBOURI 2/
NEBRASKA NEVADA 2/ NEW MAMPBHIRE	3,950,788 249,111 2,010,957		3,166,238	562,276	5,549	7,383	49,349	276,223	183,889	11,496	1,149,797	2,682,860	127,836		NEBRASIA NEVADA SA NEW HAMBHIRE NEW HERRIYE
NEW MEXICO NEW YORK NORTH CAROLINA S/	34,306,706 8,088,140		530,407	88.374 8.763,039	130,341	63,861	10,700	2,819,842	3,706	1,785,572	3.976,334	186,712	1,812,806	3,324,487	NEW YORK NORTH CARPLINA 2/
OHIO OKLAHOMA 2/	11,840,258 8,259,610		6,404,466	4.861,116	134,019	21,617	13,380	11,382	328,309	386.503	5, 969, 831 2, 503, 444	737,672 6,483,924 3,755,166			OHIO ONCANOMA E/
PENNSYLVANIA RHODE 18LANO	27, 113, 177	8,750,463 20,160,327 1,832,167	1,382,318	6,378,009	1,419	3,778	86,000	2396,656	3, 791, 048	211,906	20, 509, 756 20, 503, 756	30,398	3,870,914	19/ 949,210	PENNSYLVANIA RHOOF IBLAND
SOUTH CAPOL INA SOUTH DAKOTA TENNESSEE 2/	2,440,539 2,901,906 4,066,478	2,281,672	1,941,501	339,971	24, 786	1,446	85,85 04,85		1,801	20/ 25,398 59,901 109,014	2,416,141 1,460,002 3,957,464	1,392,002			SOUTH CAROLINA SOUTH DAKOTA TENNESSEE 2/
TEXAS UTAM 2/ VERBONT VIRSINIA	11,701,251 131,340 2,090,960 6,672,048	1,783,737	1,497,625	2. 942, 960 288, 112 826, 306	162,482	3,589	28.947 276	30,203	474,107	130,600	10,011,787 343,310 2,090,960 5,312,046	7,188,965	25T,9T0		TEXAB UTAH 2/ VERNONT VIRGINIA
WASHINGTON WEST VIRGINIA WISCONSING	T,028,281 4,142,596 10,774,707 572,670	6,368,405 3,606,997 10,408,621 569,904	4,96;,338 2,986,649 8,341,584 439,840	1,411,067 820,448 2,067,037 131,064	50,120 3,985 18,281	13,539 6,011 16,380 614	85,903 48,084 1,283	502,281 119,432 332,057	7,843 156,086 1,388 769	285,454 239,913 639,497	4,201,531 1,262,682 5,645,210 572,570	4,490,000	2,640,000	22/ 502,281	WASHINGTON WEST VIRGINIA WISCONSIN
DETAILED TOTALS 2/	288,883,694	136,454	113,625	21,928	1,402,181		1,704,324	14, 126, 415	233,526	132,627				23/341.354	DETAIL OF TOTALS 2/
GRANO TOTAL 6	322,630,025			-		+			-	15,133,998	208,880,272	50,399,109	31,825,911	6,390,734	GRAND TOTALS
NOTES: MANICAL DATA ONLY ON THIS TABLE: FOR MUMER OF RELISTRATIONS, ETC. J. FENCRAL STATES DO NOT REPORT DONALFEE DCTALLS AND RECEPTER ARE NOT. J. MICLIDES STATE TO NOT REPORT DONALFEE DCTALLS AND RECEPTER ARE NOT. J. MICLIDES STATE TO NOT STATE BONDS AND \$1.956,722 ON DOLITY BONDS, J. MICLIDES STATE TO NOT STATE BONDS AND \$1.956,722 ON DOLITY BONDS, J. MICLIDES STATE TO NOT STATE BENERAL FUND. J. MICLIDES STATES TO STATE STATE BENERAL FUND. JOL FOR STATES TO STATES. JOL FOR STATES TO STATES.	OW THIB TABLE: N STATE BONDS M. HER MISCELLANEC RVE. OO FROM STATE GI GIREETG.	FOR NUMBER OF TEE CTAILS AND NO \$1.986.722 C XIS". SHERAL FUNO, 987 STATE.	REGISTRATIONG, 6 D RECEIPTG ARE M DN COLMTY BONDB.	ETC. BEE TABLE MV-1 (1928). NOT INCLUDED IN "DETAIL TOTALS".	MY-1(1928). "DETAIL TOTAL			13/ AUTO-THEFT FLHO. 114/ INCLUGED IN MISS. 115/ FOR 617AE HIDMAN. 116/ TO NEW YORK CITY. 116/ TO NEW YORK CITY. 116/ FOR 817AE HIDMAN. 1	ALTO-TREFT FUND. INCLUED IN MISSELLANEDUB. TO LAW VONC LITY GENERAL, FUND. ON STATE BONDS, ALCOTTED FROM STATE ON STATE BONDS, ALCOTTED FROM STATE INCLINES \$130,000 FOR STATE BRIDGS. ONLY STATE BONDS, ALCOTTED FROM STATE ONLY SEVERBED OF LAW BEFORGENEN'S PREPROPRIATED FROM STATE GENERAL. FOR TRAFFIC CONTROL.	DOUB. TO BUILDING. ALT FRUOD. GIATE BRIDGE IT ED FROM GIATE. DAFORCEIGNT REI FE GENERAL FUN VO STREETS. IF	AUTO-TREET FUND. FOR USENTE HIDMAN, DEFIDE BUILDING. FOR BATIE HIDMAN, DEFIDE BUILDING. TO MEW VORE OTTO EDEBLEAL FUND. TO MEW VORE OTTO EDEBLEAL FUND. HIDMAN WOURD BATSO, DOOF BOTH STATE BILDSE FUND. HIDMAN WOURD BATSOL. ONLY EXPERISES OF LAM BEFOREIGN REPORTED! OTHER EXPENSES FROM HIDMAN FUND. BATE HIDMAN PATROL. FOR TRAFFIC CONTROL. AND STREETS, IF 80 APPROPRIATED BY CONARRESS.	KPENESE FROM I	1 GHRAY FUND.		



•	6	E8	9 2	1 CUT	w w	> \$	D NSETT8	ITA IIPPI	EBRASKA EVADA EW HAMPSHIRE	NEW MEXICO NEW YORK NORTH CAROLINA	VANIA	I SLAND CAROL I NA OAKOTA SBEE	, «	RGINIA RGINIA SIN	89	CABDE, e
	JTHOR I T I E	STATE8	ALABAMA ARIZONA ARKANSAS CALIFORNI	COLORADO CONNECTICUT DELAWARE FI ORI DA	DAMO ILLINDIS	IOMA KANSAS KENTUCKY LOUIBIAN	MARY LAND MASSACHUSETTE MICHIGAN	MINNESOTA MISSIBBIPP MISSOURE MONTANA	NESRASKA NEVADA NEW HAMP	NEW YORK NORTH CARD	OH 10 DKLAHOMA DREGDN PENNSYLVANI	RHODE ISLANE 80JTH CAROLI 80JTH OAKOT/ TENNESSEE	VERMONT	WEST VIRGIN WEST VIRGIN WISCONSIN WYOMING DIST. OF COL.	TOTALE	"GANS-AT-
,	STATE AL	STRATIONS SPER CENT	16.4	10.0 10.0	6.4	4 6 6 6	ກຸພ 4 ຄ ກ – ຄ ທ	2.4 2.5 3.4 3.5 8.5	4.0 6.0 7.0 8.0 8.0	0.01	5.0 5.1 5.0 5.0	8.6 12.9 9.4	4 8 9	8 6 8 8 8 8 8 8 8 8 8 8	6.9	ES 7,859 ED DEALER
MV-1(1928) R.8.A.	(COMPILED FROM REPORTS OF STATE AUTHORITIES)	:YEAR'S CHANGE IN MOTOR :YEHICLE REGISTRATIONS : NUMBER :INCREASE, DR. :PER CENT :DECREASE (-);	26,980 : 13,326 : 8,363 :	16,376 : 28,271 : 4,086 :	18,221 : 6.818 : 65,374 :	29,263 : 31,898 : 18,610 :	9,016 : 8,448 : 32,188 : 94,448 :	26,891 : 28,199 : 30,546 :	1,600 : 6,635 :	6,446 : 146,024 : 33,877 : 12,824	78,965 : 26,717 : 3,546 : 87,292 :	7,684 : 17,176 : 21,822 : 27,570 :	6,704 :	18,292 : 6,737 : 43,846 : 4,381 :	1,359,883 :	BUT HERE SEPARATED A6 PER BEMI-AMMUL REPORT. RUCKS. ** BUDGET IN 1986, AND INCLUDES 7,859 **BANB-AT-LANDE, TATE. **YIOUS YEARS OUE TO ELIMINATED DEALERS! PLATES ONE STATES.
	(COMPILED F	1927 GRAND TOTAL REGISTERED MOTOR CARS AND TRUCKS	243,539 81,047 206,568	268,492 281,521 47,124	300,635 101,338 1,438,985	704,203 501,901 285,621 256,000	163,623 276,863 694,107 1,154,773	646,682 218,043 682,418	373,912 26,776 96,009	59,291 1,337,918 430,499	1,670,734 503,128 244,572 1,554,915	118,014 199,635 169,652 294,567	33, 974 79, 527 337, 607	384,683 245,819 898,289 51,955 111,680	23,133,241	BUT HERE SEPAI RUCKS. RUCKS. BUDGET IN 159 ITATE. VIOUS YEARS OF
		OF LICENSES, PERMITS OPERATORS IS AND CHAUFFURS	1,097	337,623	2,301 396 39,169	16,563	203,353 76,669 870,160	29,222	1 1 201 1	2,494,156	4,419	144,876	89, 606 7,746	499,149 73.468 - 34,026	: 8,941,861	ITH TACTORS, BUT HISTERED WITH FRUCKS ESISTERED AS TRUCKS O BY BUREAU OF BUDG AATED TO ANY STATE. MAPARED TO PREVIOUS REPORTED 89 80ME S
		NUMBER OR DEALERE	586 1.039 1 508 1	3,547 : 3,751 : 610 :	1,156 4,548 2,716	2,439 : 2,676 : 1,138 : 489 :	1,155 5,853 2,370	2.144 : 2.572 : 512 :	3,344	4,852:	3,987 : 1,384 : 581 : 581 : 4/ 4,300 :	318 : 658 : 1,061 : 693 :	3,524	4,783 : 4/ 1,088 : 329 : 1,835 :	4	REPORTED WITH TRACTORB, BUT HERE SIMERS RECIPED BY TRUCKS. TRAILERS REGISTRED MY TRUCKS. AS REPORTED BY BURGAT IN OF BUGGET IN NOT ALLOCATED TO ANY STATE. PECREASE GRAVARED TO PREVIOUS YEARS FORMERLY REPORTED BY BONE STATES
HOULTURE	928, 1/	RCYCLES RCYCLES NOTOR- CYCLES (OFFIC.)	27	168	18 - 1	. 88 .	76	1 t l	4 1 1 0	1,208	' ' '2'	8		124 124 200 200	3,710	プッシッ 9 番 3 左 4 8 8
IELT OF AGE	YEAR)	APT DFFIC AND MOTO STATE AND LDCAL CARS	666 985 861	1,923	1,231	3,200 : 2,463 : 1,910 :				14, 153 : 6, 200	10,097	2,654 2,654 3,289	3,062	3,984 : 2,094 : 1,268 : 296 : 2,188 :	103,618	* 6
TES DEPARTMENT OF PUBLIS	MOTOR VEHICLE REGISTRATIONS, 1928, (CALENDAR YEAR)	MOTOR CARS U.8.	167 : 176 : 39 :	283 : 71 : 44 :	934 : 103 : 979 :	4 6 8 8 8 8 8 8	1,969 : 656 : 371 :	311 : 229 :	226 24 2 2 22 3 2	1,666 : 429 : 3 :	2,362 530 141 1,383	91 : 91 : 86 : 132 :	1,141	837 838 809 837	8/33,179 1	AND PERMITS: AND TRUCKS WHICESIDENT S EXCEPT AS NOTE
UNITED 6TA	MOTOR VEH	NOTOR- CYCLES	641 281 342 9,449	2,497 345	1,078 406 6,826 3,124	1,728 1,199 742 626	2,232 6,856 3,686	2,083 69 1,821	1,330	248 14,594 1,244 236	9,472 1,124 2,012 13,807	1,074 432 230 1,059	580 524 2, 128	2,598 1,356 2,746 128	117,946	CARS AND CARS AND CARS EXCARS EXC
		OTHER REGISTERED VEHICLES TRAILERS : MOTOR-	1,952 809 2,054 37.073		5/ 816 264 3,742 7,884	230 359 4,000	1,068 683 547 23,198	3,834 2,919 2,004	2,975 178 545	7,148	14.606 1,238 4,286	1,637	848 646	2,279 600 412	148,169 : 117,946	F REGIGIRATIONB, LICENSEB, AND PERMITS: ARLY PEGIOTESED NOTOR CARS AND TRICKS WHICH ARTHA REGISTRATIONB, NONRESIDENT NOLUCED WITH PASSENCE CARS EXCEPT AS NOTED. TRICKS, OTHERS DO NOT REGISTS SAME.
•		VEHICLES IALLY DWNED MOTOR TRUCKS & ROAD TRACTORS	34.493 8,336 33,651	23,961 : 48,701 :5/ 10,015	11,194 15/ 190,356 117,093	: 61,019 :6/ 81,902 : 31,595 : 40,848	33,178 10,090 89,142 6/164,606		33,182 6,643 14,050	1,994 323,393 46,512 21,747	198,706 64,293 20,714 221,260	22,538 20,307 27,832 154,269	7,546 7,546 5,634	57,888 36,769 95,388 7,576	3,113,999	DF REGIETA J. ARLY REGIE INATING RERE INCLUDED WITTER
>		1928-REGIBTERED MOTOR VINDLYIDUALLY & COMMERCI. 7 TOTAL : PASSENSER : STREAD : AUTOMOBILE, : S GERB : TAX19, AND : FRUCKS : BASSES AND :	236,026 : 86,036 : 181,280 : 1.682,477 :	260,908 261,091 41,195	277,881 96,960 1,314,003 706,713	672,447 471,887 272,636 223,446	139,460 276,221 637,153 1,084,616	683,789 214,754 636,717	258,173 : 21,733 : 88,594 :	63,743 1,760,549 : 418,864 :	1,450,994 : 465,650 : 227,404 : 1,420,967 :	108,155 : 194,267 : 171,067 : 294,305 : 1,060,028 :	84,220 : 78,686 : 306,911 :	344,977 : 215,787 : 648,747 : 48,760 :	21,379,126 \$ 3,113,999	Y THE NUMBER TAMES SHOWN REGISTERS, ELIM S. SUSSES ARE TRAILERS WITH
•		E/ 1928-REGIBTERED MOTOR VE INDIVIDUALLY & COMMERCIAL GRAND TOTAL: PASSENGER: REGIBSRED: AUTOMÓBILE; I MADGE GARB: TAXI9, AND I: AND TRUCKS: BUSSES: II	263,618 : 94,372 : 214,931 : 1,799,890 :	284,867 : 309,792 : 61,210 :6/	318,856 : 108,154 : 1,504,369 : ₂ / 823,806 :	733,466 : 533,799 :6/ 304,231 : 264,293 :	172,638 : 285.311 : 726,295 : 1,249,221 :6/	673,573 : 246,242 : 712,965 : 126,036 :	291,356 : 27,376 : 108,644 :	66,737 : 2,083,942 : 464,376 : 173,525 :	1,649,699 : 529,843 : 248,118 : 1,642,207 :	125,698 : 218,806 : 191,374 : 322,137 :	98,541 86,231 360,546	402,876 : 251,556 : 742,136 : 56,336 :	24,493,124 :	THIS TABLE LISTS ONLY THE NUMBER OF REGISTRATIONS, LIDEN FOR FILMANDIAL STATEMENT SEE THE MA-214 SESS). THE FIRST THREE COLUMNS SHOW RECULARLY RESISTERED MOTOR ANY REQUEAT LICENSE FEES, ELIMINATING RERESISTRATIONS, REDISTRATIONS, ETC. SUSSES ARE, INCLUDED WITH PASSENGEN SHOWE SHOW SHOW SHOWED THAILERS WITH TRUCKS, OTHERS DO NOT ESTIMATED.
		STATES	ALABAWA ARIZOBA ARKANBAB CALIFORNIA	COLORADO CONNECTICUT DELAWARE FLORIDA	GEORGIA IDANO ILLINDIS INDIANA	IOWA KANBAS KENTUCKY LOUISIANA	MARYLAND MARYLAND MASSACHUGETTS MICHIGAN	MINNEBOTA MIGSISSIPPI MIGSOURI MONTANA	NESRASKA NEVADA NEW HAMPSHIRE	NEW MEXICO NEW YORK NORTH CAROLINA NORTH DAKOTA	OH I O OKLAHOMA OREGON PENNSYLVANIA	RHODE IBLAND SOUTH CAROLINA SOUTH OAKOTA TENNESSEE	UTAH VERMONT VIRGINIA	WASHINGTON WEST VIRGINIA WIGCONSIN WYOMING DIST.OF COL.	TOTAL6	NOTES: 1/ THIS FOR PAY

